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Hemmings Sports & Exotic Car

is published monthly by Hemmings Motor News

ISSN# 1555-6867

www.hemmings.com

222 Main St., Bennington, Vermont 05201

To Subscribe:

Call: 800-227-4373 ext. 79550, or 802-442-3101 ext. 79550

Fax: 802-447-9631

Mail: 222 Main St., Bennington, Vermont 05201

Mail: P.O. Box 196, Bennington, Vermont 05201

E-mail: hmnsubs@hemmings.com; Online: www.hemmings.com

Subscription rates in U.S. and Possessions 12 issues for \$18.95, Canada \$30.95 (price includes surface mail and GST tax). All other countries \$32.95 in U.S. funds.

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E-mail: adsales@hemmings.com

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Periodicals postage paid at Bennington, Vermont, and at additional mailing offices.

POSTMASTER: Send address changes to

Hemmings Sports & Exotic Car

P.O. Box 196, Bennington, Vermont 05201

Hemmings Sports & Exotic Car is a publication of

American City Business Journals, Inc.

120 West Morehead St., Charlotte, NC 28202

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Did you
know that
the Lucas
headlamp
switch
has three
positions?
Dim, flicker
and off.



The Lucas Jokebook

A couple of weeks ago, I had to replace a part under the hood of the Mercedes, a component of the fuel-injection system called the electro-hydraulic actuator valve. It was still working, but it had developed a hairline crack, and was leaking fuel. The new one cost me \$265—perhaps the pricing is based on the number of syllables in the part's name?—but, hey, I figured, the old one was probably original to the car, and had been doing its electro-hydraulic thing for nearly a quarter of a century. Besides, you know what they say about Bosch products.

Oh, no, wait. They don't.

And why should I, or anyone, take a dim view of Bosch? My electro-hydraulic actuator valve had simply reached the end of its life, as all mechanical things eventually will, no matter who they're made by. There aren't, to my knowledge, any jokes about Bosch, or about Michelin tires, or SU carburetors, or even Magneti Marelli electrical components. (I'd love to be proved wrong on this.)

The exception, of course, is Lucas. So well known are the jokes about Lucas that people who've never owned a British car, or even have stood within a quarter-mile of one, can rattle them off. Did you know that the Lucas headlamp switch has three positions? Dim, flicker and off. Why do the Brits drink warm beer? Lucas refrigerators. What does the company name stand for? Loose Unsoldered Connections And Splices.

Joseph Lucas, the company's founder, has been in his grave for well over a century, and yet he's still the butt of jokes. Did you know that he invented the short circuit? Why should you want reliable headlamps, anyway? Wasn't his motto, "A gentleman does not motor about after dark?" I do have a sense of humor—honest!—and yet I often find myself wishing that Lucas jokes could be relegated to a museum ("And on our left, ladies and gentlemen, is the famous 'warm beer' joke.").

The origin of the Lucas joke seems to be shrouded in mystery, the author—or authors—anonymous. Who started telling them, and when? Perhaps someone in the U.K., I thought, could answer that question. I sent off an email to my friend John Robins, better known to the readers of our Hemmings blog as johnfrom-staffs, and was surprised by his reply.

"I think that the Lucas jokes are a mainly U.S. phenomenon, although we did all know the Joe Lucas, Prince of Darkness epithet," John wrote. Really? They originated on our soil? I wrote to another British friend, John Macartney, the man who drove a Triumph Stag from coast-to-coast for charity a couple of years back, and he

confirmed what John Robins had said: "To the best of my knowledge, none of the criticisms so often leveled at the product actually started on this side of the pond. A very dear friend (sadly now dead) was the Lucas chief engineer for many years in the U.S., and he once told me he'd never encountered the ribaldry towards his employer until he moved stateside."

Yes, of course! It all started here, and very probably by the folks who fell in love with British sports cars after the war. These cars were small, and different, and put together in a foreign land. People who rejected a nice, sensible car with roll-up windows and a working heater, like an Oldsmobile, were probably prone to poking fun at themselves for their off-the-beaten path allegiance to MG or Triumph or Sunbeam.

And we're still doing it today, for the same reason. This is our tribe, and this is one of our little bonding rituals. As long as one of us is telling it, the joke isn't on Lucas, it's on us. And that makes all the difference. We all know that our "ribaldry," as John Macartney calls it, isn't based in fact; all parts eventually fail, through age or lack of maintenance, and the newest MG or Triumph sold here is now 35 years old. As John Robins points out, "We here drove cars built by BMC, Ford, Rootes, Triumph, Rolls-Royce and Bentley, Jaguar, Alvis, Armstrong Siddeley and half a hundred other makes that had Lucas electrics, and we did not experience any worse problems than when driving Vauxhalls with Delco electrics, French cars with Duccellier, German cars with Bosch or Italian cars with Magneti Marelli." (John further points out that, though many Lucas jokes revolve around wiring, the harnesses were usually made by Rist's Wires and Cables of Stoke-on-Trent.)

Alas, there are people who don't understand that Lucas is our little inside joke, and see these old chestnuts as proof of their false assumption that anything not made in the USA is inferior. They think we're serious! And they use our own jokes against us as evidence of the poor quality of British cars. Once it falls into the wrong hands, the Lucas joke is something we have to put up with, like dental plaque, or Justin Bieber.

You might be surprised to learn that the automotive parts branch of Lucas still exists, now owned by TRW. (The familiar green-and-white Lucas logo has reappeared in the U.K., licensed by Elta Lighting Ltd.) I wondered what they make of Lucas jokes, and sent off an email to the company. I got no reply.

Their email system must be made by Lucas.



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Palm Springs Auto Week

The desert oasis of Palm Springs, California, will be the setting of November 15th's Desert Concorso. Now in its second year, this notable event continues to celebrate sports cars, exotics and race cars from around the world. Desert Concorso



DAVID LACHANCE

will be held at the Palm Springs Stadium, and its organizers have named Panoz as 2015's featured marque. Regular entry is \$65, show vehicle registration costs \$100, and membership in the Diamond Club—which offers exclusive gifts, VIP treatment and special dining—costs \$300. Tickets and information are available at desertconcorso.com and 425-742-0632.

Area visitors can also plan to attend the McCormick's Classic Car Auction, taking place from November 20-22, where an incredible 580 vehicles are scheduled to cross the block. Learn more about this event by calling 760-320-3290 or visiting www.classic-carauction.com.



KIMBALL STUDIOS/PEBBLE BEACH CONCOURS D'ELEGANCE

Isotta-Fraschini 8A takes Best of Show at Pebble Beach

So luxurious was the 8A that Italian manufacturer Isotta-Fraschini relied upon the work of various coachbuilders to deliver an automobile crafted to a customer's exact specifications. Jim Patterson's 1924 Isotta-Fraschini originally wore a different body, but in 1931 Swiss coachbuilder Ramseier and Company designed and built the example it wears today, one stylish enough to deliver the coveted Best of Show award at the 2015 Pebble Beach Concours d'Elegance.

Introduced in 1924, the Isotta-Fraschini Tipo 8A was the successor to the Tipo 8, equipped with a more powerful 7.3-liter inline eight-cylinder engine. Though rated at a mere 110 horsepower, the engine was known for its torque, which proved ample enough to power the two-ton, 22-foot long car to a guaranteed speed of 150 kilometers per hour (93 MPH).

The selection of the prewar Patterson Collection Isotta-Fraschini ended speculation that postwar cars would now be the darlings of Pebble Beach judges. A 1954 Ferrari 375 MM Scaglietti coupe took Best of Show at Pebble Beach in 2014, leading many to believe the era of prewar dominance had come to an end. Clearly that wasn't the case in 2015.

The Ramseier-bodied 1924 Isotta-Fraschini beat out a trio of worthy candidates for Best of Show honors, including a 1914 Rolls-Royce Silver Ghost Kellner Torpedo Phaeton, a 1953 Abarth 1100 Sport Ghia Coupe, and a 1937 Delahaye 145 Franay Cabriolet. —Kurt Ernst

Events Calendar

NOVEMBER

1 » The Best of France and Italy

Van Nuys, California; 626-797-4221; www.franceanditaly.com

6-8 » World Cup Finals

Import Vs. Domestic

Maryland International Raceway; Mechanicsville, Maryland; 301-884-9833; www.importvsdomestic.com

7 » Classic Car Show

Circuit of the Americas; Austin, Texas; 847-421-2891; www.svra.com/car-shows

11-14 » Daytona Historics

Historic Sportscar Racing Ltd.; Daytona Beach, Florida; 800-748-7467; www.hsrace.com/2015/Daytona/DaytonaEventPage.html

13-15 » Winter Park Concours d'Elegance

Winter Park, Florida; 407-649-9190; www.winterparkconcours.com

14 » Der Beste Von Deutschland

Demo Day

Simeone Automotive Museum; Philadelphia, Pennsylvania; 215-365-7233; www.simeonemuseum.org

14 » Volkswagen Border Jam

Oil Drippers VW Club; Laredo, Texas; 956-319-7433; www.facebook.com/LaredoOildrippersVwCarClub

20-29 » LA Auto Show

Los Angeles, California; 310-444-1850; laautoshow.com

27 » Day After Thanksgiving Family Fun

Lane Motor Museum; 615-742-7445; www.lanemotormuseum.org

27-29 » Turkey Bowl XIX

Vintage Racer Group; Summit Point, West Virginia; 305-793-9467; www.vrgonline.org/events



Visit the Hemmings Car Clubs pages at www.hemmings.com for news and information on over 1,400 car clubs!

Hemmings Sports & Exotic Car would like to hear about activities or national meetings for clubs focused on imported cars. Send details of upcoming events at least three months in advance, or photographs and a few paragraphs about recent events, to: Mark J. McCourt; Club News c/o **Hemmings Sports & Exotic Car**; P.O. Box 904; Bennington, Vermont 05201. Email: mmccourt@hemmings.com.

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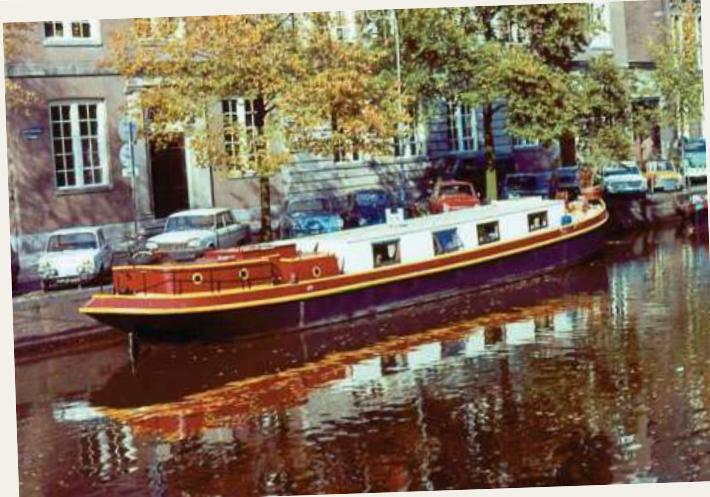
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Classic Life

LOST & FOUND

BY DAVID LaCHANCE • DLACHANCE@HEMMINGS.COM



Memories of Antwerp

Chris Johnson, who gives his address as Muddy Bottom Ranch, enjoyed our Carspotting photo taken in Amsterdam, Belgium, in 1972 [HS&EC #117, May 2015], and decided to share with us these shots that he took in Amsterdam and Rome, Italy in 1973.



Renault on a stick

When Mike Pearsall and his wife were on a road trip in Texas recently, they very naturally took a detour to the town of Pearsall, south of San Antonio, "if for nothing else than to find out how a Long Islander ever found his way to central Texas." What should greet them on the town's main drag but a Renault 4CV, minus engine, stuck atop a pole? "This was the last thing I thought I would come across on our road trip through Texas," Mike, who's from Gresham, Oregon, writes.

"The appearance of this derelict Renault on a post was even weirder than sharing my name with this small Texas town."

It looks sound enough, and has evidently sheltered a generation or two of birds. We suspect that the small but vigilant crew of Renault aficionados is already aware of this vehicle. If you know how it got up on the pole, or know of any efforts to bring it back to earth, please let us know.



Paris, 1970s

It seems that every Paris carspotting photo we run features a traffic jam, and this one, which Flickr member Richard took of the *Quai des Tuilleries* from the *Pavillon de Flore* of the Louvre, is no exception. The cause of the traffic jam, though, isn't readily apparent in this photo. What do you see here? See a bigger version of this photo and join in the conversation at HMN.com/ParisLouvre. —Daniel Strohl

Recently discovered an unusual or noteworthy car? Share it with our readers. Photographs, commentary, questions and answers can be submitted to Lost & Found, c/o Hemmings Sports & Exotic Car, P.O. Box 904, Bennington, Vermont 05201, or emailed to dlachance@hemmings.com.

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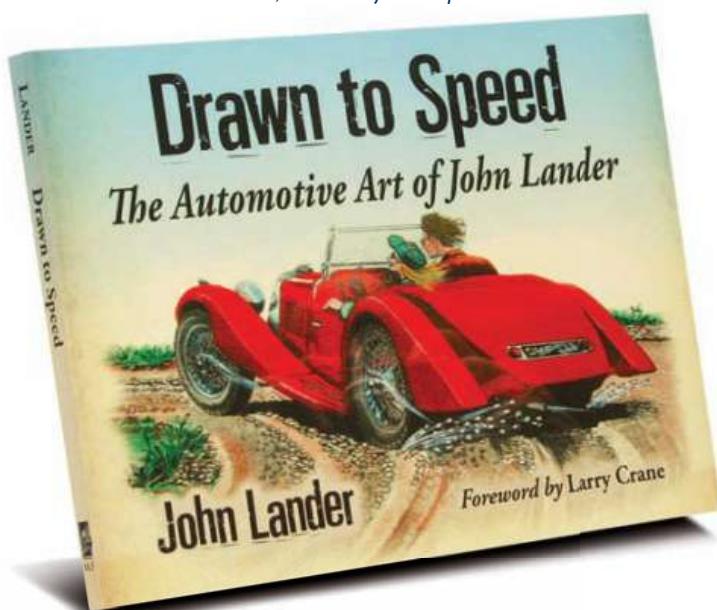
**1982 LANCIA 037 STRADALE»**

A street version produced to homologate the rally car, the 037 Stradale was still a wild thing, its supercharged, four-valve, 205-hp inline four capable of launching it from 0-60 in less than six seconds. Vitesse has done a credible job of recreating this legendary car in 1/43-scale, and at an affordable price. There are many nice touches: Clear lenses for the headlamps, legible badges, beautifully recreated wheels, and front and rear vents crisply picked out in black. There are some minor quibbles; the paint was thin in spots on our sample, the windshield wipers are clunky, and the engine that's visible through the backlite is really not much more than an approximation of the real thing. Still, at this price, it's impossible to fault. Cost: \$39.99.

Contact: Vitesse, item #V27111; 800-639-1744;
www.replicarz.com

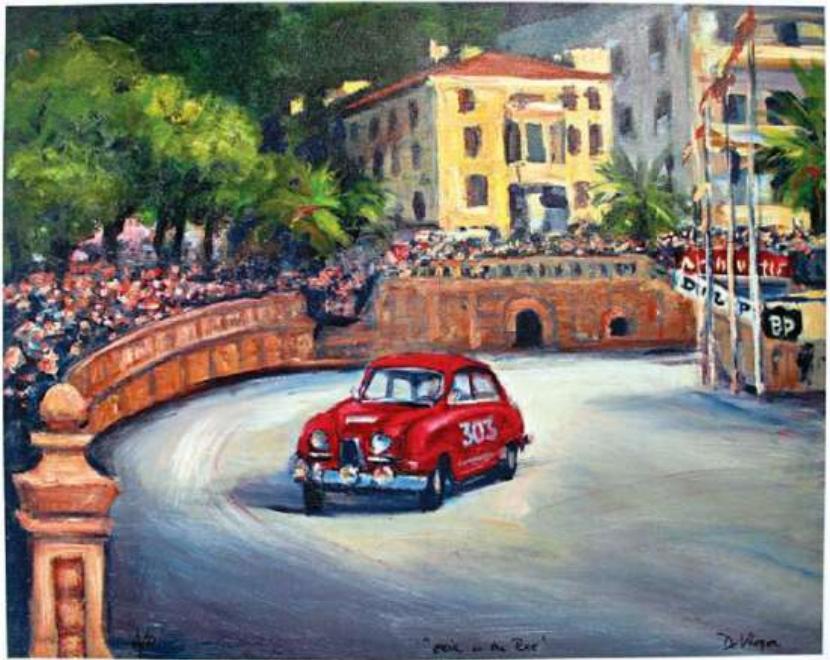
DRAWN TO SPEED» John Lander's first car, at age 16, was a three-year-old 1948 MG TC that he had painted bright yellow. His career as a commercial artist and designer was fostered by his training at California's Art Center School and the Atlanta Art Institute, but his lifetime of automotive adventures – and the string of important imported sports cars that he owned and coveted – offered the inspiration behind this 206-page softcover retrospective of his automotive artwork. As entertaining as his colorful illustrations are, we really enjoyed Lander's explanations and stories that accompanied each one, and the "Preliminary Drawings" and "Building a Picture" chapters, showing a selection of in-process pieces, are particularly interesting. Cost: \$40.

Contact: 800-253-2187; www.mfarlandpub.com



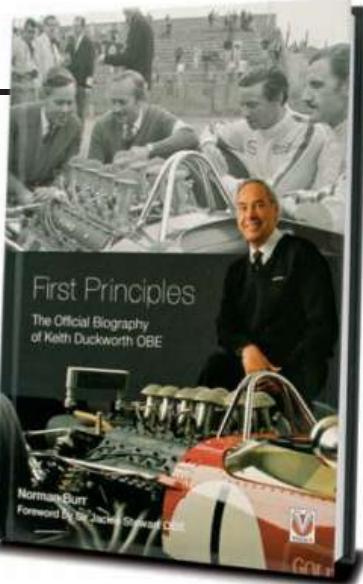
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ERIK ON THE RUE » Much like Erik Carlsson created masterful performance art that inspired rally fans, while seated behind the wood-rimmed wheel of his two-stroke Saabs, Saab enthusiast John DeVlieger has created a masterful tribute to the recently deceased "Mr. Saab" with brush and canvas. Saab accessory specialty firm State of Nine Ltd. commissioned John to create "Erik on the Rue," a celebration of Carlsson's 1963 Monte Carlo Rally victory behind the wheel of the number 303 96. John's warm and vibrantly colorful interpretation of the historic rally scene has been reproduced in limited edition form giclée on heavy canvas, sized 30 x 24-inches. It is unframed, but framing is available at extra cost; two copies of this piece have been presented to the Saab Car Museum in Trollhättan, Sweden. This award-winning fine artist and muralist's website is www.muralmaster.com. Cost: \$450

Contact: 877-449-7222; www.stateofnine.com



FIRST PRINCIPLES » Despite the fact that this book tells the life story of a hugely influential engineer in global motorsport, it's not a stultifying recitation of specs or related minutiae by any means. Instead, this official biography of Cosworth co-founder Keith Duckworth is rich in anecdote, personal observations, and the breadth of its subject's accomplishments. It's a thick hardcover, with a total of 352 pages, written crisply by engineer/historian Norman Burr. The wide-ranging text covers Duckworth's involvement in not just racing engine design, but also aviation, powerboating and motorcycles. Of course, the development of the groundbreaking Cosworth DFV is analyzed in some depth. Mega-fans of racing history will absolutely want to own this entertaining volume. Cost: \$59.95.

Contact: 800-458-0454; veloce.co.uk



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Contact: *Hemmings Motor News*; www.hemmings.com/store/shirts



ITALY

ATS Wild Twelve

With a design clientele that includes names like Ferrari, McLaren, Nissan and MG, the nine-year-old, Turin- and Shanghai-based company Torino Design (www.torino-design.com) has some serious chops in the world of styling development, feasibility engineering and full-size model construction. When the 60-person firm was approached to create a supercar, they had the expertise to make it happen. The result—the aptly named ATS Wild Twelve—debuted at the Parco Valentino Salone & Gran Premio in July.

Designed and engineered for Italy's Automobili Turismo e Sport (www.ats-autosport.com), this two-seater features a carbon fiber frame and distinctive aerodynamic bodywork. It's powered by a mid-mounted 847-hp V-12 engine; it's been reported that this unit displaces 3.8 liters, is twin-turbocharged, and will be paired with a lithium ion battery pack and



two electric motors that send power to the front wheels. The transmission will be a nine-speed automatic, and the Wild Twelve's suggested performance figures are impressive: 0-60 in 2.6

seconds, 242 MPH top speed, and roughly 19 miles of electric-powered range. Only 30 examples are planned for 2016 production in the former Bugatti EB110 factory.

FRANCE



Alpine celebrates 60 stylishly

Renault's Alpine paid tribute to one of the most famous French rally cars this past summer, with the firm's beautiful Alpine Celebration show car, created in Dieppe and displayed at the 24 Hours of Le Mans and England's Goodwood Festival of Speed. Like other recent Alpine concepts, the mid-rear

engine Celebration was a modern-update tribute to the A110 Berlinette, featuring similar nose, side sculpting and rear window treatments as the original, but with modern proportions. Its deep blue color references the liveries worn by Alpine's 1963-1969 Le Mans entrants, while the alloy wheels recall those

used on 1970s A310s. No plans for production were announced, although it's been reported that the Celebration will inspire the next Alpine road car, which may feature a turbocharged four-cylinder engine.

See it in detail at www.lemans.alpine-cars.com/en/.

ARGENTINA

Mil Millas Sport

Automotive passions run deep in Argentina, which was home to legends like Juan Manuel Fangio and Alejandro de Tomaso. This South American nation has an equally legendary long-distance road race in the form of the Mil Millas Sport De La República Argentina, which recalls the 1953 Mil Millas Argentina and 1954 1000 KM de Buenos Aires. The F.I.V.A.-endorsed 2015 Mil Millas Sport, the 27th such edition, will run from November 25-29.

The Llao Llao Hotel is the starting and ending point of all three stages of this event, with the first stage extending north to Junin de Los Andes, the second traveling northwest to Puyehue in Chile, and the final stage heading south to El Hoyo de Epuyén. The complete route comes



PHOTOGRAPH COURTESY BMW

in at roughly 1,200 kilometers (745 miles), and the event is open to 150 cars built up through 1975, with newer models as allowed by the F.I.V.A.

A list of homologated cars allowed to enter can be viewed at www.1000millas.com.ar/eng/autos_homologados.html, with the complete route and regulations at www.1000millas.com.ar.



Safari Rally 2015

Outside of participating in the African continent's typical wildlife hunting safaris, relatively few North American and European tourists take advantage of its amazing visual and cultural riches. The Dutch firm Classic Events is doing its part to entice motoring enthusiasts to experience 8,758 kilometers (5,442 miles) of touring-style rallying in the varying terrains of South Africa, Namibia and Botswana, in this year's Safari Rally.

Starting in Stellenbosch, South Africa, on Sunday, October 25, the 10 driver/co-driver teams will start out in everything from vintage Mercedes-Benz 280 SLCs and a Volvo Amazon to the company's own Toyota HiLuxes. They'll spend six days traversing Namibia, before turning south for two days in Botswana. The rest of the 24-day rally will be spent traversing South Africa, finishing on November 17 in Cape Town. The route will be followed on maps, supported by GPS waypoints, and while participants can bring their own rally-prepared classic cars, they can also rent one of the HiLuxes to enjoy a more rugged, yet relaxed, experience.

Study the route and read about the 2013 event at www.safarirally.nl.

UNITED KINGDOM

British in every way

Blackpool's TVR Cars has had its share of ups and downs, enduring numerous changes of management since its founding by Trevor Wilkinson in 1947. After a short-but-hopeful period under youthful Russian owner Nikolai Smolenski, TVR went bust in 2006. In 2013, the brand was acquired by new owners, who recently announced that they plan to return to production with a TVR-traditional two-seat coupe/convertible combining a front-mounted V-8 with a manual transmission and rear-wheel drive. They promised it would be "breathtaking in appearance and performance, incredible value for the money, and British in every way."

TVR Cars has contracted F1 legend Gordon Murray Design to create the packaging for the naturally aspirated Cosworth V-8 engine that will be the heart of this beast, the first of four new models they promise to build in the next 10 years. TVR is currently taking deposits on this yet-to-be-seen sports car, and in a smart, forward-thinking move, it's offering special treatment to established TVR Car Club members, in advance of the club's 50th anniversary.

Les Edgar, TVR chairman, says: "We feel it is important to reward those people who have been such enthusiastic ambassadors for the TVR brand. The club is a wonderfully active and loyal community of people who simply love the cars, so it seems fitting that they should be offered a reduced deposit and a promise of some of the early production units. With initial production in 2017 to be in the low hundreds, the early units are likely to be much coveted."

Register your interest at www.tvr.co.uk or call 011 44 330 120 0032.





1990 Alfa Romeo Spider Veloce

Paul Ricatto

Westlake Village, California

Introduced back in 1966 as the Duetto and brought to fame in the 1967 movie *The Graduate*, starring Dustin Hoffman, Alfa Romeo's Spider is an automotive icon par excellence. It was built for more than a quarter century with only slight upgrades, while providing pure, unadulterated fun, and is the quintessential Italian sports car!

Even in 1990, its final model year in "Series 3" guise, the Alfa Romeo Spider still exuded the Italian way of *la dolce vita* so prevalent during the 1960s. This Spider is a Series 3 model, and was manufactured from 1983 to 1990. It sported a controversial black rubber ducktail rear spoiler, better-integrated bumpers and, in 1986, it received more interior revisions. These models enjoy more reliable Bosch fuel injection and available air conditioning. The Series 3 cars provide a nice blend of availability, affordability, and usability. My Alfa is a Veloce model that includes leather upholstery, power windows and mirrors, aluminum wheels, and air conditioning. The 2-liter, four-cylinder engine packs 120 hp and propels the red rocket down the highway in fifth gear; on extended trips it can even achieve up to 30 miles per gallon!

Manufactured during July 1989, this 1990 model was sold new on June 1, 1990, at Jim Marino Imports in Alhambra, California, to a gentleman who purchased the car as a retirement gift for his wife. The couple had fallen in love with Alfa Romeo

convertibles during a vacation in Italy, where they had rented one to tour the Italian countryside. After 22 years of pampered ownership, this couple decided the time had come to pass their baby on to a new owner and turned the Alfa over to Californiaclassix, a small classic car dealership located in Ventura, California.

I purchased the Spider from them in October 2012 with just 37,850 original miles on the odometer. Even though the car had low mileage, I knew that I should have it inspected by a specialist, and was able to locate Santo's Italian Car Service in Northridge, a shop that has been servicing Alfa Romeos for the past 40-plus years in Southern California. Just to be safe, I had new brakes and rotors installed, along with an oil and filter change. Santo also replaced a motor mount, U-joint, rear bushings, and a speedo cable as part of the service to get the Spider in tip top shape! The tires had only 5,000 miles on them, but were almost 10 years old, so I also purchased a new set of Michelin tires.

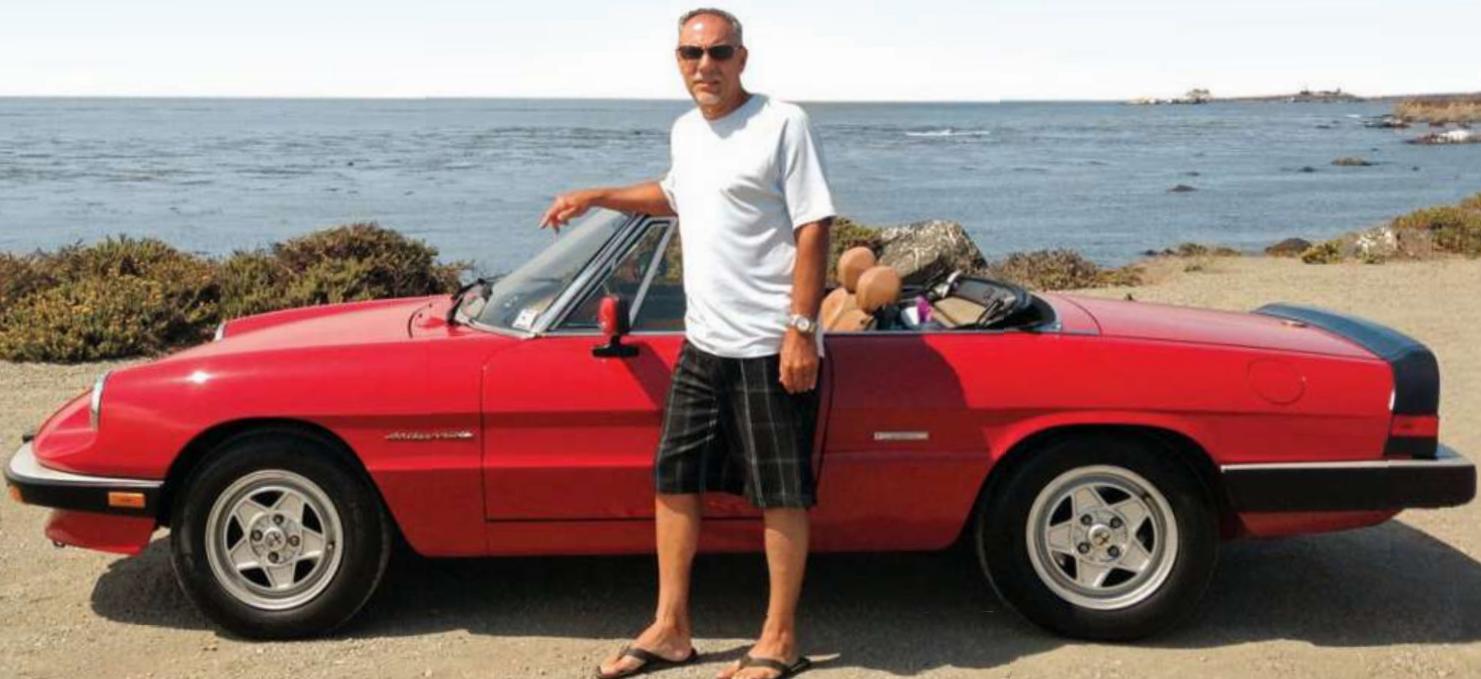
The interior of the car was next on my list. All four speakers were replaced, and the factory "removable" Clarion cassette stereo needed to be sent out for repairs. The last item needing attention was to replace the original carpet. Bernard and Bill, owners of Californiaclassix, offered to have the carpet replaced as a return favor



for help I had given them on a previous auto transaction. Other than new carpet, I have been able to keep my Spider in factory original condition. The beautiful Rosso red paint, tan leather interior, and engine are all still in original condition. I even located a license plate frame that came from the dealer that sold the car, and had it rechromed and painted to help add the finishing touch to my Alfa!

My Spider will be turning 25 years old this year, and I look forward to many more years of top-down, wind-in-the-hair driving experience. ☺

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RICHARD LENTINELLO, EXECUTIVE EDITOR
1970 VOLVO 142S

VOLVO

Every time I started the Volvo's engine, there seemed to be a slight voltage drop, which made the engine turn over ever so slowly for about one second before firing up. Experience had told me that it might be a poor ground wire, so a quick check of the battery cables revealed exactly that: ground cables that were cracked and rusted.

On the 142S, there are two ground cables: one 12-inch cable that goes from the battery to the chassis, with a second cable that's about 24 inches in length that connects the 12-inch cable to the engine block.

The short cable, which was the wrong color red, was rusted to the point where the metal terminal was split. The longer cable had rubbed up against the radiator shroud, which rubbed away the insulation and exposed the copper cable within,



some of which had corroded away. The entire ground connection was clearly compromised.

Before installing two new 2-gauge cables, at a cost of less than \$20 for the pair, the area where they bond with the chassis and engine block was cleaned with a wire brush, then a thin coating of dielectric grease was applied to increase conductivity. Now, the engine starts without any hesitation, and even the headlamps appear brighter.



DAVID LaCHANCE, EDITOR
1993 MERCEDES-BENZ 190E 2.3

MERCEDES-BENZ

If you've been waiting for the other shoe to drop with my baby Benz, well, here it is. As I wrote when I bought it for the tidy sum of \$2,050, it looked like a steal, considering that it had the appearance of a car that had whiled away its days in a snug garage. I knew it would need some work—the aftermarket muffler didn't look long for this world—but wasn't too concerned.

When the muffler finally rusted through, I left the Benz in the hands of the capable mechanics at Flamingo Motors in Williamstown, Massachusetts. What did they find when they put it on the lift? A patchwork exhaust system, all welded together. Sure, the muffler alone could be replaced, but if I planned to keep the car, the more cost-effective thing to do in the long run was replace the whole system. I swallowed hard and took their advice.

The car also needed new rear brakes; I had replaced the front discs and pads, figuring that that would eliminate the grinding I was hearing, but—wouldn't you know?—it was the rears that

were shot. So we added that to the tab. They also found a gasoline leak under the hood, and traced it to something called an electro-hydraulic actuator valve, a \$200-plus component.

In the end, the repair bill equaled the purchase price. But I still consider the car a bargain, especially when I hear the beautifully muffled exhaust note, and use those capable brakes. Could I replace this car with one just like it for \$4,000? I don't think so.

I felt so good about the improvements that I finally began stripping off the fake wood kit that some previous owner had installed on the dashboard. I never cared for the shiny plastic look, much preferring the simplicity of the factory's design. Getting rid of the stuff was harder than I thought it would be—I had to peel away the outer plastic layer, remove the adhesive gray foam layer with a plastic scraper, and then dissolve the thick layer of glue left behind with Goof-Off. Ugh. I don't know what kind of finish M-B uses, but it was totally impervious to all my scraping and scrubbing, and looks nearly new. Shame to cover it up.



THE FLEET

STAFF MEMBER
VEHICLE

RUNNING

- YES
- NO

.....
RICHARD LENTINELLO, EXECUTIVE EDITOR

1955 TRIUMPH TR2

1960 TRIUMPH TR3A

1967 TRIUMPH GT6 MK 1

1968 TRIUMPH SPITFIRE MK 3

1970 VOLVO 142S

1990 BMW 325i CONVERTIBLE

2013 MINI COOPER

DAVID LaCHANCE, EDITOR

1968 ROVER 2000 TC

1970 ROVER 3500S

1987 BERTONE X1/9

1978 TRIUMPH SPITFIRE 1500

1989 VOLVO 780 TURBO

1993 MERCEDES-BENZ 190E 2.3

MARK J. McCOURT, SENIOR EDITOR

1980 MG MGB

1991 SAAB 900 S

2000 VOLVO C70 COUPE HPT

2013 VOLVO C30 T5 R-DESIGN

NANCY BIANCO, MANAGING EDITOR

1967 VOLVO 122S WAGON

J. DANIEL BEAUDRY, MANAGING EDITOR

1971 MG MGB

TERRY SHEA, ASSOCIATE EDITOR

1969 SUNBEAM ALPINE GT

1974.5 MG MGB

2002 BMW M COUPE

JEFF KOCH, ASSOCIATE EDITOR

2002 SUBARU IMPREZA WRX

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Spruced up in Sitka

From Sitka, Alaska, subscriber Cliff Tincher shares with us his two classic drivers: a 1970 MG Midget Mk III and a 1967 Volvo 122S. Cliff first saw the MG in a parking lot; seven years later, he saw it posted for sale at a grocery store. "Records that came with it show a New Mexico car that was a father-son restoration in Seattle in the mid-'90s that another father-son brought to Sitka in memory of one that the dad had driven as a teenager," he writes. "My son and I are now custodians, and it's just as fun as my first car — a \$400 Sprite I had at age 16 (but without the plywood floorboards)."

The Volvo took a slightly more circuitous route to Cliff's garage. "In the late '90s it came to Sitka with a teacher from Seattle," he writes. "Seattle's Ballard neighborhood, built by Scandinavian fisherman, was and still is a home port for these cars (see X-Ray motors). When it developed an

engine knock and the teacher went south, she left it with the wife of a guy I worked with — two years later, she made me an offer I couldn't refuse. I found a rebuilt B-18 in Seattle, had it barged up, and my brother-in-law did the swap here at Foreign Auto." According to the title Cliff found in the trunk, the car's original owner was a Swedish doctor from Port Angeles, Washington.

"Both cars are great drivers, and get smiles and comments every time I take 'em out," he adds. We'll bet they do.



A close call

When an F4 tornado tore

through the middle of Washington, Illinois, on November 17, 2013, 595 homes were destroyed, and more than 1,100 badly damaged. Among the damaged houses was the one that Charlie Bates's 90-year-old mom called home. Fortunately, she was unhurt — though Charlie's Fiat Dino Spider, parked in her garage for the winter, took a beating.

"It had a car cover, but the tornado summarily removed that and it was blasted with mud and wet fiberglass insulation," Charlie writes. Luckily, it hadn't been hit by anything more substantial than that.

About a week after the storm, he brought the car to Mackinaw Valley Restoration in Mackinaw, Illinois. "After about 16 hours of labor, it came out looking better than when it was put away for the winter," he writes. "The following summer it won Best of Show and 'Car I'd Most Like to Drive Home' at the 2014 Fiat FreakOut, our national club convention."

Glad to hear there was a happy ending, and good work, you guys at Mackinaw Valley Restoration.



Want to see your car on this page? Email one or two good, clear digital photos and one or two paragraphs about your car to dlachance@hemmings.com, or tuck the story and photos in an envelope and mail them to *Hemmings Sports & Exotic Car*, P.O. Box 904, Bennington, Vermont 05201. Thanks!



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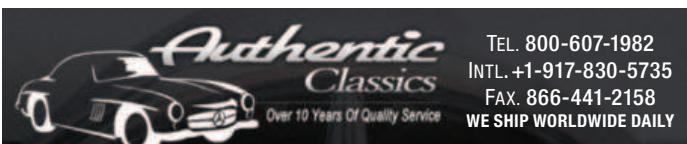
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Alejandro de Tomaso

He built racing cars, Ford-powered exotics, and helped save Maserati



BY JIM DONNELLY

Pure entrepreneurship doesn't always make itself evident all at once. Sometimes, a person's got to get firmly into adulthood before he acquires the proper combination of ambition and nerve. Not this guy. Alejandro de Tomaso, who ran Maserati at the time our 1987 Biturbo feature car on page 28 of this issue was being designed and manufactured, was literally born into a family of great accomplishment. His father was Italian, but his mother was a native Argentinian, hailing from the country where he was born in 1928. His father was hugely famous in Argentina, rising to become the nation's prime minister before he suddenly died of a heart attack.

The family ran an extensive cattle operation on the Pampas, and following his father's untimely death at age 38, Alejandro dropped out of school so he could learn to run it. Within five years, he was fully in charge of the numerous de Tomaso ranchos. He was also beginning to dabble in auto racing then, and became involved with a dissident newspaper that called for the overthrow of Argentina's strongman, Juan Peron. That was a dangerous pastime under Peron's dictatorship, and de Tomaso was eventually forced to flee to Italy. Undeterred, he became a Maserati mechanic in Modena.

Maserati was aware of his racing experience in South America, and soon chose him as a factory driver. He racked up wins at an international meet in Buenos Aires, took a class victory at Sebring and managed to capture the Index of Performance

at Le Mans. His wife and sometime co-driver had some wealthy American relatives. De Tomaso started his own business building lightweight formula cars, and others too numerous to mention. One of them was his first Formula 1 car. Success was moderate but de Tomaso, now calling himself Alessandro, was getting known in the business. In 1965, the Ford Motor Company, rudely rebuffed in its effort to buy Ferrari, came calling and proposed a partnership. Ford began supplying engines for installation in de Tomaso cars, starting with the sporting Vallelunga, the company's first production car, which used Ford Cortina power.

Meanwhile, de Tomaso used his in-laws' resources to go on a buying binge, acquiring the custom coachbuilders Ghia and Vignale, along with Benelli and Moto Guzzi, the motorcycle manufacturers, and Innocenti. But his best-known products were the Italian-American hybrid exotics that he produced in partnership with Ford, climaxing with the mid-engine Pantera, of which several thousand were sold stateside through Lincoln-Mercury dealerships. But the deal didn't work out, in part because of new federal safety and smog laws. By 1974, Ford and de Tomaso dissolved their relationship.

It didn't mean that de Tomaso was destitute. His car company endured to produce specialty offerings such as the Longchamp, the four-door Deauville luxury sedan and a two-door version of the Deauville. By this time, the Italian government had recruited de Tomaso to rescue Maserati from bankruptcy, and his strategy was to transition it from ultra-exotics to higher-volume cars. The two-door Deauville concept shortly became the basis for the new Maserati Kyalami, with four-cam V-8 power and bodywork interpreted by Frua. Ford ultimately bought Ghia from de Tomaso to add an Italian flair to such cars as the Mustang II and Granada. Vignale and Maserati were ultimately sold to Fiat.

De Tomaso suffered a stroke in 1993, but managed to contribute engineering upgrades to a performance version of the Daihatsu Charade. He died in 2003. ■



PHOTOGRAPH BY JEFF KOCH

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Sprite Done Right

Some thoughtful modifications make
this **1965 Austin-Healey Sprite Mk III**
more fun in every way

WORDS AND PHOTOGRAPHY BY DAVID LaCHANCE





The British Motor Corporation would have had to have been mad to have offered a car like this Austin-Healey Sprite back in 1965. The interior, with its beautifully tailored upholstery, luxurious carpeting and careful attention to detail, likely would have eaten into the market for high-end cars like the Vanden Plas Princess, while the car's performance, abetted by its heated-up A-series four, would have intruded on "Big" Healey territory.

But today's enthusiasts have no such concerns. In fact, they're egged on by the spirit of Donald Healey himself, who always intended the Sprite to be a fun, affordable car that could be tailored to suit by owners of modest means—especially those owners who wanted to go faster.

As a basis for such a project, it's hard to find a better candidate than the Mk II through Mk IV Sprites. Overshadowed as they are in the marketplace by their charismatic Mk I "Bugeye" predecessors and the bulldog "Big" Healeys, these so-called "square" or "box" Sprites are one of the most outstanding bargains among British sports cars. In fact, you might be surprised to learn just how little this particular Sprite cost to build. (Go ahead and make your best guess—all will be revealed.)

Ron Galbraith of Nashville, Tennessee, is the current owner of this one-of-a-kind Sprite. A former Triumph TR3 owner, Ron got the urge to buy another British sports car in late 2013. His browser led him to the website of David Silberkleit, aka the Bugeyeguy (www.bugeyeguy.com) in Branford, Connecticut, and the two began corresponding about the Mk I Sprites in David's inventory.

The two eventually turned their attention to one of the few non-Bugeye cars in stock, this 1965 Sprite Mk III, which David had bought from its builder, Bill Meade. "Of course, it was not a Bugeye, but I was fascinated by what had been done to it... the

quality and the thoughtfulness that had been put into the restoration, or what I call the transformation," Ron says.

David, who sees far more than his share of Sprites, was impressed, too. "I knew it had been built by someone who put far more into it than most people do," he says. Bill, who lives in Watsonville, California, "is definitely a hard-core guy. There's a commitment to quality that's evident when you talk to him." David had seen the Sprite written up in *Healey Marque*, the Austin-Healey Club of America magazine, and did not hesitate to strike a deal with Bill when it came up for sale.

The Mk III, as the name implies, succeeded the Mk II, which itself had been introduced in 1961 as the replacement for the bug-eyed Bugeye. It was with the Mk II that the rounded fenders and protruding headlamps of the Mk I had been replaced by more conventional bodywork, as BMC sought to shore up sagging sales (and increase the little car's popularity in the all-important U.S. market). Healey redesigned the front end and MG, which was to market its own version of the car as the Midget, the rear. Fortunately, the two design teams talked with one another, and the result was a happy marriage.

The Mk II was more civilized in many ways, with an opening trunk lid—no more fishing about in the dark cavern behind the seats—and a conventional hood in place of the hinged front end. Initially equipped with an improved version of the 948-cc A-series four, the Mk II eventually got a 1,098-cc engine, and front disc brakes as well.

The very similar bodywork of the Mk III, launched in March 1964, cloaked yet more improvements. Responding to major competition from the new-for-'62 Triumph Spitfire, Austin-Healey gave the Sprite roll-up windows, a new windshield, vent windows and exterior door handles and locks. The 1,098-cc engine was



The car's original 1,098-cc four was replaced with a 1,275-cc four from a Mk IV Sprite, bored to 1,380 cc. Fitted with high-compression pistons and an aluminum cylinder head, it makes about 100 hp. No upgrade from the original SU HS2 carburetors was necessary.

uprated to 50 hp, and the earlier car's quarter-elliptic rear leaf springs were replaced with semi-elliptic units for a better ride.

This was the specification of Ron's car when it came into the care of Bill Meade in 2003. Bill, a member of the Golden Gate Austin-Healey Club, had been offered the Sprite by friends who were moving to Hawaii, and couldn't afford to have the car shipped to their new home. He had owned and loved three similar Midgets in the past, and thought they were "as much fun as any car I ever owned," he says. "My first thought was, gosh, I'd love to own one of those again." For \$1,000, the car became his.

Bill knew that he wanted to do something special with this Sprite, envisioning it as a period-correct "club racer," with improved performance and a more aggressive appearance to match, without straying too far from the car's basic Sprite-ness. "The whole idea was to make it perform as well as it could for what the car was."

From the beginning, he intended to get the project done on a modest budget, to demonstrate how unlocking the Sprite's potential need not require a huge financial commitment. To do that, he knew he would have to do much of the work himself. Fortunately, the car was in reasonably good condition, with no extensive rust.

Starting with a 1,275-cc A-series four, the engine that had arrived with the Mk IV Sprite launched in the fall of 1966, Bill turned to Mini specialists Seven Enterprises in Auburn, California (www.7ent.com), for a performance rebuild. The engine was bored out to 1,380 cc, and fitted with a ported Longman-style aluminum head, Hepolite high-compression pistons, a Moss fast-road cam and a lightened flywheel. A Mallory dual-point distributor fired the plugs, and a Pacesetter header and Monza muffler dealt with the exhaust.

The suspension was rebuilt with urethane bushings, with a front anti-sway bar added, and the car was lowered by 1½ inches front and rear for a lower center of gravity. Braided lines and competition pads and linings made the brakes more capable.

One bit of equipment that made a dramatic improvement in the Sprite's performance lay between the engine and driveshaft: a five-speed gearbox from a Datsun 210, bought complete with all of the necessary conversion parts from Morriservice in Portland, Oregon. In addition to making better use of the engine's torque than the four-speed fitted at the factory, the taller top gear made the Sprite a more relaxed highway cruiser, cutting the revs from 4,575 to 3,900 at 70 MPH.

To make the Sprite as much fun to look at as it is to drive, Bill



UK 1965 AUSTIN-HEALEY SPRITE MK III

Engine	Inline four-cylinder, cast-iron block and head
Displacement	1,380 cc (originally 1,098 cc)
Bore x stroke	73.5 mm x 81.28 mm
Compression ratio	Approx. 9.1:9.5:1
Horsepower @ RPM	100-110 (est.) @ 5,500
Torque @ RPM	N/A
Main bearings	Three
Fuel system	Twin SU HS2 carburetors
Ignition	Mallory dual-point distributor
Exhaust system	Pacesetter header (originally cast-iron manifold), mild steel exhaust
Gearbox	Datsun 210 five-speed manual (originally BMC four-speed manual)
Differential	Hypoid bevel gear, 4.22:1 ratio
Steering	Rack-and-pinion
Brakes	Lockheed four-wheel hydraulic Front: disc Rear: drum
Chassis & body	Steel unit-body
Suspension	Front: Lower A-arms, coil springs, kingpins, lever-arm shock absorbers, anti-roll bar Rear: Live axle, five-leaf semi-elliptic springs, lever-arm shock absorbers
Wheels	Alloy with knockoffs (originally pressed steel, with wire wheels optional)
Tires	175/70R13 (originally 5.20-13)

WEIGHTS & MEASURES

Wheelbase	80.5 inches
Overall length	138 inches
Overall width	54 inches
Overall height	47.8 inches
Front track	47.2 inches
Rear track	45 inches
Curb weight	1,560 pounds

CALCULATED DATA

Hp per liter	72.5
Weight per hp	15.6 pounds
Weight per cu.in.	18.5 pounds

PERFORMANCE

0-50 MPH	N/A (originally 9.7 seconds)
Top speed	N/A (originally 91.8 MPH)

PRICE

Base price (new)	\$1,925
Market value (today)	N/A



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Careful attention to detail sets this interior apart. To hold down costs, the restorer specified “leather-touch” vinyl, rather than leather, and made his own carpets. A Derrington-style steering wheel and wooden shift knob add to the car’s “club racer” vibe.



opted for Jaguar British Racing Green paint with bold, Mazda yellow racing stripes, done by TJ's Classic Restoration in Freedom, California. Adding to the aggressive club racer look were a pair of driving lamps, Bugeye bumper guards front and rear and Raydot aluminum racing mirrors. He also splurged on a set of knock-off alloy wheels, believing that what they added to the car justified the expense.

The interior got the custom touch, too, though in a more cost-conscious way. Ray's Upholstery in Watsonville, California, remade the seats not in leather, but in a convincing “leather-touch” vinyl, at a cost of about \$200 per seat. Bill chose the material not only for its more modest cost, but because he knew it would keep its appearance better than leather—particularly on an open car like the Sprite. In another cost-saving move, he cut new carpeting from five yards of material and had the pieces edged. The interior door and footwell panels were covered in matching vinyl. A Derrington-style wood-rim steering wheel and matching shift knob completed the look.

So, what did all of this cost? Bill reports that the total for paint,

interior work, component rebuilds and major parts was just \$8,511. Even adjusting for inflation—the work was done about eight years ago—the total is still shy of \$10,000. “Even today, you can probably get a little box Sprite for a thousand bucks,” he adds. Bill figures that hiring a shop to do all of the work would have easily pushed the cost to \$25,000 or more.

There are many ways to modify a Sprite, some more sensitive to the car’s basic nature than others, and it’s all too easy to lose the crisp handling, light steering, decent ride and delightful engine note that make the car so enjoyable. “It’s possible to push the envelope too far,” David says, “such that the cars just don’t work. The cars can’t withstand it. You end up with broken axles or overheating issues or engine clearance issues.”

Not so with Ron’s car. It’s like a stock Sprite, but one that now goes to 11. The engine still produces those wonderful A-series sounds, though the exhaust note is quite a bit throatier than what Donald Healey had signed off on. The road feel is still exemplary, while the wider-than-stock tires are not so wide as to weigh down the steering. The stiffer suspension eliminates body roll, without

destroying the ride quality. It all still feels taught and nimble, as a good Sprite should.

It's quick, but not so quick as to get its driver into trouble, as David notes. "You can have a lot of fun at lower speeds. In a Sprite, even going flat-out around a low-speed turn, there's not a lot to worry about." It all adds up to a different kind of fun: "Instead of a fast car that feels slow, it's a slow car that feels fast."

When Ron purchased the car, he knew that he'd be putting miles on it, and so he had David install seat belts and brighter LED lighting in the interest of safety. David also went through the car, replacing the five-speed's lubricant with Redline synthetic to protect the notoriously weak synchros, and doing a bit of sorting made necessary by the car's lack of recent use.

"I wanted it to be a car that I could drive," Ron says. He and his wife, Faith, are members of the Nashville British Car Club, and enjoy the club's regular tours on some of Tennessee's Sprite-perfect back roads. Between club events and pleasure drives, he estimates that he added something between 1,000 and 1,200 miles to the odometer in the past year.

What Ron most appreciates about the car is its reliability and usability; it's not the sort of car that demands constant attention. "The only thing I have to do occasionally is to tune up the carburetors, and that's more a seasonal thing than anything," he says.

He also gives a thumbs-up to the five-speed, which, he notes, allows the Sprite to cruise at 75 MPH without strain. The quality of the ride came as a surprise; expecting that the performance suspension would make the car into a kidney-bruiser, he and Faith were delighted to have their fears dissipated. "It's a very smooth-riding car," he reports.

"This is just a very tight car that feels very competent and very unintimidating," David concludes. "That's the best thing any steward of an old car can do—make it the best it can be." ☀

OWNER'S STORY



Onwership" seems a bit too commercial or legal as a way to define the pleasure of having this 50-year-old British car residing in my garage. "Custodian" or "compulsive caretaker" might better describe my role – always accounting for the predictable leaks and ever vigilant for the potential scratch. Even "concierge" fits as I find myself memorizing all the places providing pure gas within a 100-mile radius. However, the smile on my face each time I pull the choke, turn the key and hear this '65 Sprite rumble to life and the smirk I must have as we cruise the back roads really say it all. You can just call me "happy."

Thankfully, this car comes without a computer to monitor everything, no quad sound system or GPS mapping and not a cup holder in sight. I am not even completely certain the heater works. It insists on being temperamental at first in cold weather, resists having the top put up and does indeed "mark its territory" on my garage floor. Delightful, wouldn't you say? —**Ron Galbraith**



Twin-Turbo



Treat

Catching the breeze in a
Maserati Biturbo Spyder



WORDS AND PHOTOGRAPHY BY JIM DONNELLY





t used to be that if you decided that your motoring passion could only be assuaged by an Italian car, you went in one of two directions. Depending on the era, you might choose a reasonably affordable sporting piece such as a Bertone X1/9 or, even better, a Lancia Scorpion. If that didn't work, it was time to look at one of the mega-screamers from Modena, or their equivalent. There wasn't all that much that constituted a middle ground. And then things started strangely percolating in the Italian auto industry—and other places—as the manufacturers decided to broaden their product lineup and in doing so, hopefully shake some additional buyers out of the trees. It's a phenomenon that still exists today: Been to a BMW or Mercedes-Benz dealer lately? Checked out a 1-series? Everybody, it seems, is trying to rake up some downscale market share.

Back in the 1980s, Maserati was doing something very similar. The Biturbo was an unlikely solution to finding additional customers, and in any number of ways, it was the perfect product for its times. Maserati was fabled for brilliant GT's such as the Ghibli and Merak, so it had no choice other than to go comparatively downmarket when it was looking for new buyers. And at the time, Maserati had

careened through a series of corporate owners in an ever-maddening array of changes. It all started out in the 1960s, when Maserati was first acquired by Citroën and then dumped about a decade later, when Citroën was forced into the arms of erstwhile rival Peugeot to assure its own long-term survival. The relationship did bear some fruit. Maserati supplied the 90-degree V-6 engine for the luscious Citroën SM, a powerplant that also found its way into several Citroën DS sedans prepped for rally duty. Bored out to 3.0 liters, the SM engine also found its way into the mid-engine Merak GT. As the first fuel crises hit the globe, the timing of the bigger GTs proved to be flawed. Rocketing fuel prices rocked the European industry, as Citroën went broke and lurched into what became PSA Citroën Peugeot.

At Maserati, things were far worse. Domestic sales accounted for about half its production total, a number that largely collapsed. In 1975, Citroën decreed that Maserati was to be liquidated. Long story short, that created something of a political crisis in Italy, whose Ministry of Industry quickly assembled a package by which a state-owned holding company, GEPI, took a majority interest in Maserati, the rest going to the irrepressible Argentine, Alejandro de Tomaso. The deal essen-

It looks complicated because it is. From 1986 on, twin IHI turbochargers were water-cooled to improve reliability. Remember, a derivative of this Maserati aluminum V-6 previously powered the Citroën SM.

tially allowed de Tomaso to fold Maserati operations into both Innocenti and his own eponymous line of GTs. With the market for mid-engine GTs drying up due to fuel costs, de Tomaso decided that Maserati had to make a major swerve away from past practices. In the future, Maseratis would be sold in greater volume, which meant coming up with something that was exclusive, but affordable enough to bring big production numbers.

The result was the Biturbo. Representing one of the first shots fired in the great turbocharged performance wars of the Eighties, the Biturbo boasted crisp, dramatic lines by Zagato, which mimicked the wedge shape of the then-new Quattroporte, and achieved immediate distinction as the first-ever production car with a twin-turbocharged V-6 engine, anywhere. The 2.0-liter SOHC engine boasted two oil-cooled IHI RHB-51 turbochargers, one for each cylinder bank. This unusual engine combination was allegedly chosen because twin turbos could spin up boost more quickly than a single unit, thereby minimizing

1987 MASERATI BITURBO SPYDER

Engine SOHC 90-degree V-6, aluminum block and cylinder heads **Displacement** 2,491 cc (152.0 cubic inches) **Horsepower** 185 @ 5,500 RPM **Torque** 208-lb.ft. @ 3,200 RPM **Compression ratio** 8.0:1
Induction Twin IHI turbochargers; Weber/Marelli fuel injection **Gearbox** ZF five-speed manual; rear-wheel drive **0 to 60 MPH** 9.3 seconds **Standing 1/4-mile** 15.3 seconds @ 91 MPH **Top speed** 125 MPH **Overall length** 165.9 inches **Overall width** 67.4 inches **Overall height** 51.4 inches **Wheelbase** 94.4 inches **Curb weight** 2,394 pounds *Source: *Car and Driver*, April 1984; *Motor Trend*, July 1986

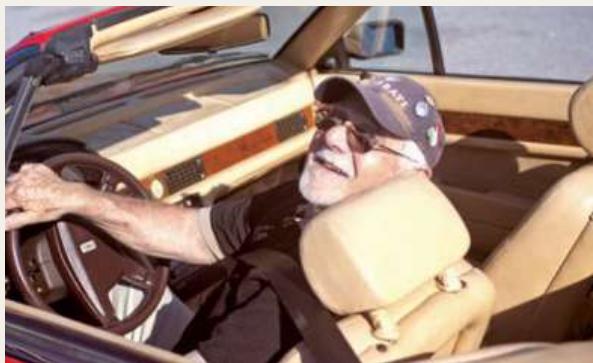


Biturbo roadsters have occasional back seats. The ZF five-speed is deliciously light to shift. Carpathian elm trim abounds; traditional clock is front and center.





OWNER'S STORY



I guess the styling of the period and how comfortable it is was what attracted me to the Biturbo. The leather seating, when you're in it, is just delightful. It's a wonderful car to drive. I know some people have had horror stories with these cars, but as long as you keep up with the maintenance schedule, it's been fine. I would say that anyone who's interested in buying one should have the car thoroughly checked over, and try to get the maintenance records. Other than that, it's just a matter of keeping the car serviced, just staying on top of it. If it's in good condition, I would certainly recommend it. Some people are aware of its history and some aren't. The name has a certain amount of cachet; people know Maserati and its racing heritage. I think it's a sophisticated automobile for its time. Best of all, it's a lot of fun. —**Tony Ungaro**

turbo lag. Maximum boost was set at 11 pounds, controlled by a computerized wastegate. The Biturbo used three-valve cylinder heads: two intake, one exhaust. But at the outset, the fuel system consisted of a single Weber two-barrel carburetor.

What, ultimately, is a Biturbo? In de Tomaso's view, it was a sophisticated, technically tasty sportster that could hold its own, and then some, with a growing array of downsized performance pieces such as the Mercedes-Benz 190E 2.3 and the BMW 3-series, among others. The layout and numbers were right: rear drive, great looks and 185 hp, very competitive, with a ZF five-speed initially the sole transmission. The first Biturbos, all two-door coupes, reached the public in 1981. Within two years, a bore increase to 91.6 mm brought the Giulio Alfieri-penned engine up to 2.5 liters for export models, the first of which came to North America in 1984 (and later, to 2.8 liters). In terms of U.S. sales, they slid, beginning in 1984, from 2,000 units annually to a bit over 1,000, as reliability and maintenance issues with the Biturbo quickly became evident. In 1987, the year

our feature car was produced, Maserati only offered the Biturbo as a Spyder for our shores, again with Zagato bodywork.

About those issues: Maserati, to its credit, instituted a dizzying series of running changes during the Biturbo's lifespan in an effort to correct them. Oil leaks abounded, and failure to let the original oil-cooled turbochargers spin down before shutting down the engine was an assured death sentence. Not a few surviving Biturbos have been retrofitted with 1986-spec water-cooled IHI turbos that alleviate the problem. The handsome cast plenums can be prone to cracking on early, carbureted cars. As a result, collectors tend to seek out later-model Biturbos—production ended in 1990—as the more desirable of the bunch. That's what Tony Ungaro did when he picked his 1987 Spyder, which represented the sole available body style in North America that year. It was also when Maserati switched over to a less persnickety Weber/Marelli electronic fuel injection setup, jettisoning the carburetor.

Tony lives in Prospect, Connecticut, and wasn't necessarily looking for a Maserati—

although his son, Chris, drives a Merak—when Chris suggested they check out a dealer named Forza in Gaylorville, Connecticut, which specialized in pre-owned exotics. That was in 2002, and it didn't take much looking-over to persuade Tony to become the Biturbo Spyder's second owner. "The mechanic that we use in New Milford recommended this dealer, whose name was Peter Sweeney, and he had this Maserati and a TVR convertible. They were about the same price, and Peter said the whole make had some issues, but he still recommended the Biturbo. I drove it around and just fell in love with it."

One of the positives that come with Biturbo ownership is that if you do your homework, the price of admission isn't that intimidating. Tony told us he paid about \$11,000 for his Spyder, which had about 24,000 miles on it and by all indications, was in excellent shape. He managed to trace its ownership and maintenance records back to a Maserati dealership in tony Greenwich, Connecticut, saying, "The previous owner was from Greenwich, and he kept it maintained really well. The

“It’s impressive to drive, especially in Vermont, with the top down.

I generally prefer the back roads when I’m driving it.

It’s a pleasure to drive. If you’re doing 50 or 60, it’s just fine.”

amounts that he paid for service were just so high. Just for an oil change, inspection and tune-up, it was something like \$800, and that was more than 20 years ago. I took it down to the mechanic that I use, and he knew the car and found no major issues with it. He did recommend that I change the water pump and the timing belt, which was the only really major expense I’ve had since I bought it. That was right around \$900. There have been no oil leaks or problems with the turbochargers. I did have a problem with the steering rack; I went over a bump and bent or cracked it. That cost me something under \$2,000. But other than all that, no problems.”

That includes the Swiss-movement quartz clock, which quit working. Tony and Chris found an aftermarket supplier that wanted more than \$600 for a new one. Others were found online for at least \$100. On a whim, Tony removed it from the center of the dash and took it to a local jeweler, who quickly determined it had a battery that needed replacement. Cost: \$16.

Let’s be clear: Tony loves to tool along in the Biturbo. It can prove to be a scintillating driver’s car. He adds about 2,000

miles per year, many of them on trips to Vermont. “It accelerates quite well through the gears, very smooth. If you really want to accelerate in the lower gears, the turbos kick in and it kind of throws you back in the seat. If I’m in fifth gear and I want to mash it, it just goes. I would say that the turbos really come in at about 3,000 RPM and it can be kind of abrupt. But it goes. Several years ago, Chris and I were going up Interstate 91 to Bellows Falls, Vermont, for breakfast and the state troopers caught us. They clocked Chris in the Merak at 85 MPH and me in the Biturbo at 82. Wrote

us for the full amount. The fine was \$10 per mile over the speed limit, so it was an expensive breakfast.

“It’s impressive to drive, especially in Vermont with the top down,” Tony continued. “I generally prefer the back roads when I’m driving it. It’s a pleasure to drive. If you’re doing 50 or 60, it’s just fine. The interior is comfortable and very good to look at. I just recently put on a new set of tires, so the handling is fine, and the brakes work perfectly well even in the mountains, or coming down a long grade. The only thing I’ve noticed is that 14-inch tires are getting harder to find, and some of the replacements are going for something like \$300 a tire.

“When I went shopping for the Maserati, I was looking for something that was realistic, something that I could afford. I didn’t do a lot of shopping around. Some of Forza’s cars were just out of my price range: Ferraris and Lamborghinis, plus they require a lot more maintenance that isn’t cheap. Through the recommendation of my mechanic, I decided to buy this. It’s affordable and hasn’t presented me with a high maintenance schedule.”





PVGP 2015

We stroll the miles of show fields at the Pittsburgh Vintage Grand Prix

WORDS AND PHOTOGRAPHY BY DAVID LaCHANCE

You could say that the Pittsburgh Vintage Grand Prix is a racing event with a car show attached, but the reverse point of view is true, too. In addition to the 150 vintage race cars lapping the 2.33-mile circuit in Pittsburgh's lovely Schenley Park, there are some 2,000 show cars arrayed on the golf course that lies adjacent to the track.

The cars are arranged by country, with each display functioning as a show within a show. Under the heading of the International Car Show, there are the Italian Cortile, and British Car Day, which, in spite of its name, is in full swing on both Saturday and Sunday of the Vintage Grand Prix. With club support, there

are separate shows for Audis, BMWs, Jaguars, Lotuses, Mercedes-Benzes, Minis, Porsches, Subarus, Volkswagen and vintage motorcycles, as well as cars from the U.S. and Asia. German cars congregate on what's called German Hill, which offers a splendid view of the always challenging Turn 13. This year, with the PVGP's focus on the marques of Italy, the Fiat Club America decided to hold its national convention, the FreakOut, in conjunction with the Cortile display.

In spite of the hot and humid weather and perennial forecast of rain (which proved to be wrong), some 200,000 spectators visited the PVGP over the July 18-19 weekend. With a mission of raising



Meet the Beetles: Chris Neff's 1966 Sedan fronts a flotilla of air-cooled Volkswagens. Chris is from Plum, Pennsylvania.

funds for people with autism and intellectual and developmental disabilities in the Pittsburgh region, the event has through the years raised more than \$4 million for the Autism Society of Pittsburgh and Allegheny Valley School.

The race weekend was the culmination of a series of events that began with a Kick-Off Rallye on July 5, and included a variety of shows, driving events and galas. It's not too early to start making plans for next year's PVGP, scheduled for July 8-17. For more information, visit www.pvgp.org.



Just 700 examples of Mercedes-Benz's magnificent 300 S and 300 Sc models were built, all powered by the same 3-liter straight-six used in the 300 SL. Lorraine and Harvey Rice of Pittsburgh showed this 1957 Coupe.



This 1982 DMC De Lorean, owned by Brian Sigel of Carnegie, Pennsylvania, was displayed with a pink Mattel Hoverboard. We're sure Marty McFly would approve.



The most sought-after of the 924 special editions, the Martini Edition of 1977 celebrated Porsche's 1976 victory in the World Championship of Makes. All were finished in Grand Prix White, and had red carpets and red inlays on the black vinyl seats. This example was shown by Marty Smith of Gibsonia, Pennsylvania.



BILL ROACH, 1973 DATSUN 240Z»

Looking for a stablemate for the 1979 Datsun 280ZX they've owned since new, Bill and his wife, Diane, bought their garage-find Z from the owner of the former Barton Motors Datsun dealership in Pittsburgh in 1999. They had the cylinder head redone, the gas tank cleaned, and all of the rubber and soft materials replaced, and tossed the four-barrel Holley in favor of a correct pair of carburetors. The period-correct Minilite wheels were found in nearby Uniontown, Pennsylvania, after an extensive Internet search.

"All chassis rubber was replaced with urethane with the help of my father before he passed away," Bill says. "Being a WWII Navy Pacific theater veteran, it was a bit difficult for him to work on a Japanese car, and he routinely stated while working on a piece of Datsun undercarriage, 'You know, I probably lobbed some of this metal into Japan!'"



"The car is autocrossed, and is faster and more capable than the talent of the driver happens to be," he says. "The car is light and nimble and enjoys being tossed around the curves. It carries antique plates, but still gets many looks and thumbs-up from all

ages. The kids usually ask, 'What is it?' He adds that he and Diane have been going to the PVGP for the past 26 years with other members of the Steel City Datsun/Nissan "Z" club. "We feel this is a great event for a great charity."



AL ZIMINSKY, 1964 VOLKSWAGEN SUNROOF DELUXE STATION WAGON » Al, a VW enthusiast, found this Bus in a dilapidated condition in a barn near Frederick, Maryland, in 1991. "I started stripping it out for a restoration, and then lost interest for a few years. I met Robert Cook from Cooker's V Dubs in 2012 and had him do the resto," he says.

Also known as a Samba, Al's 21-window Bus was given a bare-metal rotisserie restoration, and refinished in its original colors of Mouse Gray and Pearl White. It still has its six-volt electrical system, too.

"This year we have been doing shows and winning lots of things: Five best of shows, including Maple Grove, second in class at the Bug Out and best interior at Bug Out and the Deutsch Classic, to mention a few," Al says. "The thing we enjoy most is the people we meet at shows, their stories and the smiles it puts on so many people's faces."



A line of Honda S2000s stretches into the distance. The Asian Car Show component of the weekend gets stronger by the year, with good turnouts of Mazdas, Nissans/Datsuns, Hondas, Acuras, Mitsubishiis and Suzukis.



The Elan, launched as a roadster, gained a coupe version with the Type 36 in the fall of 1965. Michael Braun of New Castle, Pennsylvania, owns this 1966 Elan S3.



Bill Casey's Park Ward-bodied 1934 Rolls-Royce Phantom II, foreground, was first owned by Charles Boot of Britain's Pinewood Studios. Beyond it is the car's predecessor, a 1931 Phantom I, owned by John Leimkuehler of Pittsburgh.



This 1963 Fiat 600D, one of nearly 2.7 million 600s produced by Fiat during the model's long life, is owned by Giancarlo Fruzzetti of Cary, North Carolina.



Not one of the many tribute cars, Albert Heiles's 1957 Volkswagen is the real McCoy, having starred in *Herbie Rides Again*.



Fiat entered supercar territory with its Coupe, a car whose 220-hp, turbocharged, 2-liter inline-five made possible a 6-second 0-60 dash and a top speed of 155 MPH. It was not sold in the U.S. This 1997 example is owned by Marc Faubert, of Gatineau, Quebec, Canada.



DENNIS MAMCHUR, 1971 FIAT DINO SPIDER 2.4 Dennis bought his Dino in March 2003 from Richard Griot, the owner of the car-care products company Griot's Garage. "He put a small ad in his catalog announcing that he had decided to sell his 'beloved Dino.' I didn't know much about Fiat Dinos at the time, but did know I loved the looks of the car from the times he featured it in his catalog," Dennis says. He emailed and called over the weekend, and, getting no reply, called Griot at his desk on Monday morning. Though there were many other offers, Dennis persuaded the owner to accept his because he had been first.

The car "was in beautiful shape and came with a rare factory hardtop," Dennis says. "I have always been a British car guy, and felt that the British make beautiful cars, but the Italians make sexy cars. I enjoy showing the car, because many car guys have never seen one, since it wasn't ever sold new in the States. In fact, only 420 were sold worldwide." It's a trophy winner many times over.

"The car is fabulous to drive, exercising up and down the five gears, and listening to the sound of Ferrari's V-6 with four overhead cams," Dennis says. "Its 7.7 seconds from 0-60 for a 2.4-liter car is lots of fun. I loved it when I read that Enzo only 'suggested' the 8,000-RPM redline."

Left: How many Datsun 710s are still on the road? At least one. This 1976 example was shown by Neven Kurjakovic of Pittsburgh.



Lee Wolfe of Chagrin Falls, Ohio, showed this 1924 Bentley 4½-Litre with Vanden Plas tourer coachwork. The 4½-Litre model was highly successful on the race track, capturing one of Bentley's five Le Mans victories between 1924 and 1930. The 4,398-cc engine has a single overhead camshaft and four valves per cylinder, and makes 110 hp.

RICK SOBEK, 1985 PORSCHE 928S»

A search for a 928 in May 2009 led Rick to a seller on Long Island, New York, who had two for sale. The GTS was out of his price range, but, no matter – the black paint and rare five-speed of the S were just what he has been looking for. After having the car checked over by a 928 specialist in Gettysburg, Pennsylvania, he made the purchase.

Rick enjoys the car's rarity, and is always ready to talk about the 928 at car shows. He also appreciates the GT's performance: "It's a blast! It has great power, and takes the twisties on a rail." Though it might not be "the fastest off the line," he can report that the car is easily capable of an honest 135 MPH.

"But, my most favorite part has to be all the truly spectacular 928 owners I've met," he says. "Over the last few years, because of the 928 gatherings we have at Hershey, Pennsylvania, the PVGP and



Frenzy in Sterling, Virginia, I've made some really great friends from Texas, Canada, New York, Virginia, Maryland and, of course,

Pennsylvania! I've become good friends with the previous owner, too, and we converse with each other very often."

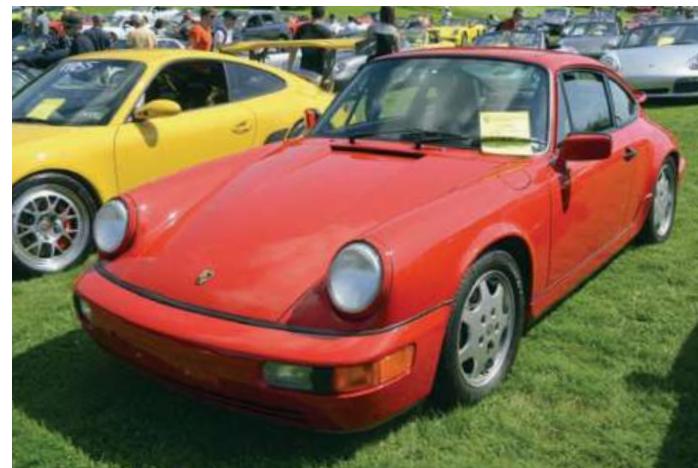
The odometer of Chuck Jackson's 1979 MG MGB stands at a mere 2,718 miles. The car was originally purchased on April 24, 1979, for \$6,675.



John Swauger drove this 1958 Triumph TR3A to his first day of work at The Roadster Factory in 1980, and to his last day of work earlier this year, when he retired. Purchased in 1978, the TR has been restored twice, most recently over the past five years.



Matt Oeler made no apologies for his non-concours 1960 Austin-Healey 3000 BN7. "A fun driver built up from the good parts of about 10 cars. Painted out of rattle cans with Rust-Oleum Smoke Gray. Touch-up paint readily available at any hardware store, coast to coast," his sign read.



The Carrera 4 was Porsche's technical standout of 1989, featuring a four-wheel-drive system and a twin-spark version of the 3.6-liter flat-six. This first-year example is owned by Garrett Glausser of Monmurray, Pennsylvania.



Those who trekked to the Italian car section of the show field in hopes of spotting a Lamborghini Miura were not disappointed. This 1970 Miura S is owned by Richard Biafra of Morgantown, West Virginia.



Right: The launch of the GTV and Spider in 1995 marked Alfa Romeo's return to building cars with sporting intent. This 1997 GTV, a model not sold in the U.S., was shown by Pat Iamundi of Woodbridge, Ontario, Canada.



This 1968 Jaguar E-type Series 1 1/2 OTS was originally bought by a Pittsburgh man on his retirement, and driven on a 14,000-mile-plus tour of the U.S. before being stored in a garage for 18 years. The current owner, James J. Burke Jr. of Pittsburgh, bought the car at the PVGP in 1986.



BOB WEBB, 1969 SUNBEAM ALPINE GT » This generation of the Alpine isn't a common sight in the U.S., unless, of course, you live near Bob—this is his fourth. He found the car in an online auction, and was the only bidder, getting the Sunbeam for \$300. It had been bought by the parents of the seller, and had been sitting in the garage since 1972, ever since the incorrect repair of a smashed taillamp led to blown fuses.

"I brought it back to Ohio, and did the usual things before trying to start it," Bob reports. "It started right up. Even the clutch hydraulics worked, and I moved it a few feet and shut it down. [The seller] said the dealer had to rebuild the engine prior to the accident, and I did check the bearings, etc. I found everything to be okay. It was a low-mileage car, and all original, except for the repairs."

Bob carried out a bare-metal restoration, redoing everything but the engine and transmission, which needed only cleaning and resealing. A local shop redid the interior, creating seat covers that look stock, but have seating areas in cloth instead of vinyl, for comfort.



With Italian cars featured this year, the Fiat Club America decided to hold its national meet, the FreakOut, in Schenley Park. Some 150 Fiats were on the field, including this bevy of 124 Sport Spiders, one of stylist Tom Tjaarda's most successful designs.

PORSCHEDELIC

Janis Joplin's Porsche 356 makes an appearance at the Pittsburgh Vintage Grand Prix

WORDS AND PHOTOGRAPHY BY DAVID LaCHANCE

Forget about that song. We know that it was Janis Joplin who drove a Porsche, not all her friends. At that point in her career, she could have gotten herself any car she wanted, including one with a three-pointed star on the hood, without the need for divine intervention. What she did buy was a 1965 356C Cabriolet, which, thanks to its psychedelic paint job, became one of the best-known rock 'n' roll cars of all time.

Joplin, the gravelly-voiced blues singer who by 1968 had become a rock 'n' roll diva, chose a car that would let her be seen as she cruised the streets of San Francisco, buying the car used from a Beverly Hills dealer for \$3,500. But she was underwhelmed by the car's white finish, and asked her friend and roadie Dave Richards to do something about it.

Richards got \$500 and little direction from the singer. He laid on a trippy series of scenes and images, calling his work *History of the Universe*. On one fender, he painted the portraits of Joplin and her Big Brother bandmates.

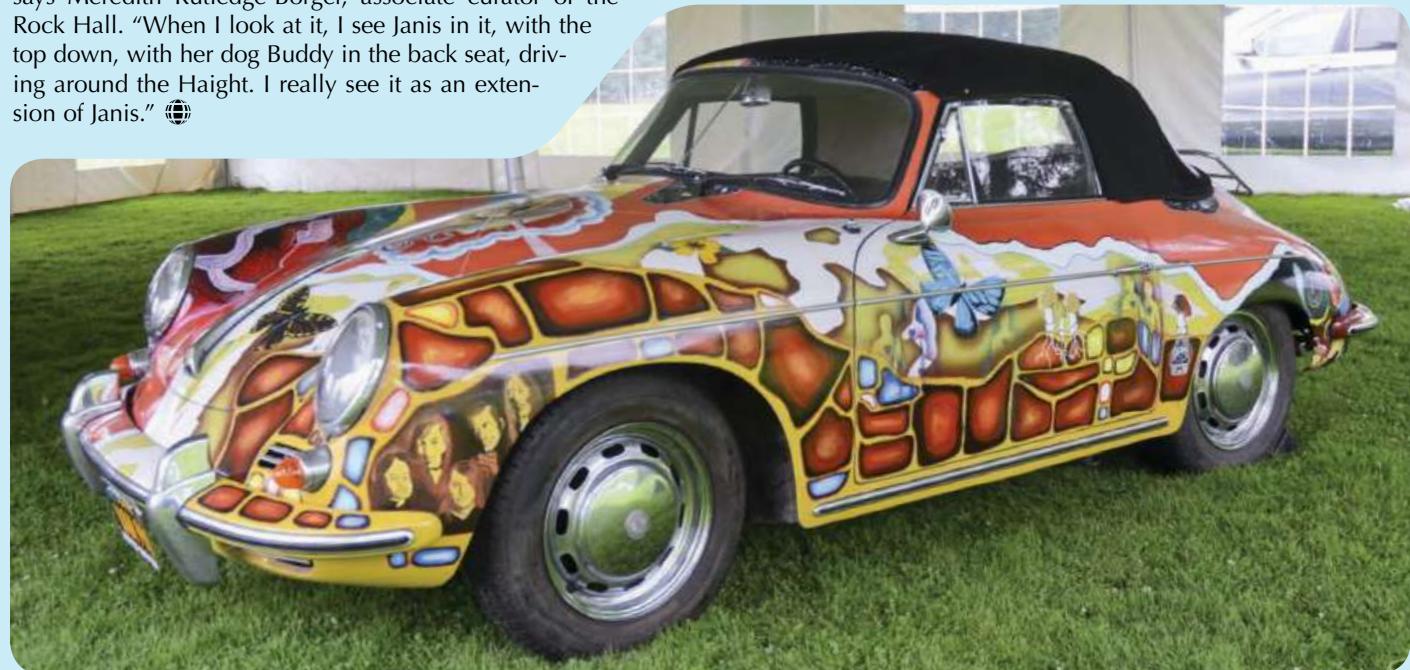
Joplin, by all accounts, loved the car. It became identified with her, and fans would often shout out greetings as she drove by, or leave notes under the windshield wiper when they found it parked.

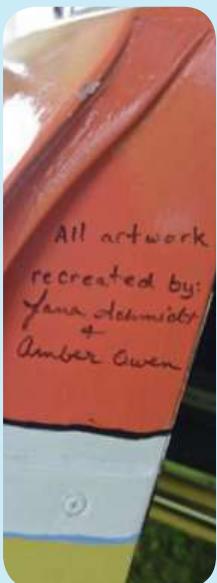
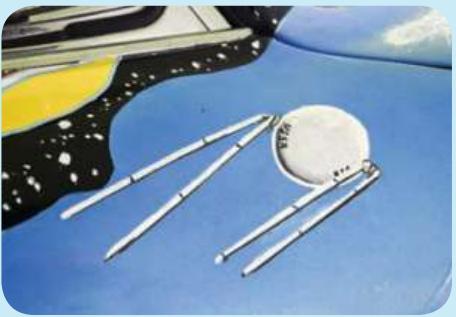
After Joplin died of a heroin overdose in October 1970, the car was loaned to her former manager, Albert Grossman. Joplin's family asked Grossman to return the car several years later, and discovered it to be in poor condition. With the psychedelic paintwork literally falling off the car, and Joplin's fame fading, the family decided to have the car refinished in its factory shade of Dolphin Gray.

It was when the family produced the play *Love, Janis*, based on the book by the singer's sister, Laura, that they decided to have the Porsche restored to its flower-power glory. Artists at the Denver Center Theatre Company, where the play was to open, carefully recreated the original design, guided by stacks of photographs.

The 356 is now on permanent loan to the Rock and Roll Hall of Fame in Cleveland, Ohio, where it's seen by roughly a half-million visitors per year. In July, the museum loaned the car to the Allegheny Region of the Porsche Club of America for display at the Pittsburgh Vintage Grand Prix.

"It seems like such an extension of her personality—beautiful and colorful and fun," says Meredith Rutledge-Borger, associate curator of the Rock Hall. "When I look at it, I see Janis in it, with the top down, with her dog Buddy in the back seat, driving around the Haight. I really see it as an extension of Janis." ☀





Putting the Sport in Sports Sedan

By putting the XK engine under the bonnet of the Mark VII, Jaguar pioneered the very idea of a saloon that could hold its own against dedicated sports cars

WORDS AND PHOTOGRAPHY BY TERRY SHEA



Jaguar's long-lived XK engine earned its glory under the hood of a succession of XK sports cars, but William Lyons's intention from the get-go was to have that stunning twin-cam six-cylinder powerhouse under the hood of the big saloon, which is where a whole lot more of those fine powerplants ultimately

ended up. When the Mark VII sedan debuted in 1950, Lyons was able to deliver on his promise of making a legitimate 100 MPH-capable production sedan.

The elegant leather- and wood-lined six-passenger car was an unlikely sporting machine. Even as Jaguar was building its reputation with the C-type and

D-type, dominating the 24 Hours of Le Mans during the mid-Fifties, Jaguar entered the Mark VII into other competitions, finding victory in the 1956 Monte Carlo Rally with Irishman Ronnie Adams at the wheel, along with co-driver Frank Biggar and navigator/timekeeper Derek Johnston also aboard. (Adams was once



quoted as calling their roles "driver, navigator and barman."

That such a large car could do so well against the nimble sports cars seemingly designed for competition should not have surprised anyone familiar with the postwar Jaguar, as the company based the Mark VII's chassis on the

same torsion-bar setup as the XK120, but with the added benefit of power brakes. However, during the rally, the Jaguar did surprise the rest of the field, not only winning overall, but also being the only car in the top 38 with an engine displacing more than 2.5 liters.

The setup for the rally in those days —

which involved the cars gathering from all parts of Europe to Reims and then Paris, followed by a more challenging TSD section to Monte Carlo and finally the more traditional and extremely difficult stage through the frequently snow-covered Maritime Alps — favored the best driving teams and most reliable



Under the hood of the Mark VII sat a twin-cam six that would power cars with the cat on the hood for more than 40 years, but inside, passengers were treated to wool carpets, acres of leather, and woodwork the envy of many a corporate boardroom.

cars more than any particular machine with more sporting equipment, though maintaining a very specific average speed through the worst of European weather was no easy task. Adams and company's Jag arrived with the overall lead after the first two stages and performed admirably enough on the final stage to win the trophy for Jaguar, the Mark VII's performance a victory that helped cement the marque's reputation for grace, pace and space.

The driver of that pace was the XK engine, a marvel of engineering from the time it was introduced in 1949 until the last derivatives were built well into the 1990s. Displacing 3,442 cc, the inline engine made the most of its six cylinders with dual overhead camshafts, and an aluminum head with large valves and hemispherical combustion chambers. Breathing through a pair of SU carburetors, it produced 160 horsepower at 5,200 RPM and a robust 195-lb.ft. of torque at just 2,500 RPM, all of which was enough to haul the elegant, 3,865-pound sedan up to 102 MPH. The polished-alloy rocker covers, standing significantly proud of the cylinder head, were a signature feature of the engine for many years, and instantly recognizable by fans.

Like its XK120, Jaguar initially produced the Mark VII with only a four-speed manual transmission, but subsequently offered a Borg Warner two-speed automatic, as luxury car buyers in the U.S.—the company's largest market—were already accustomed to shiftless driving. The independent, coil-spring front end was culled from the XK120 parts list and the live-axle, leaf-spring rear worked well with it on the sedan's 120-inch wheelbase, combining excellent handling and a smooth ride for driver and passengers alike.



It would be hard to single out any one Jaguar saloon for its elegant design (grace), and one look at the dove gray Mark VII on these pages should be enough to drive that point home. It doesn't take all that keen of an eye to see the design evolution that led to the subsequent Mark VIII, Mark IX, Mark X, 420 and ultimately XJ6 that defined the company's efforts for decades. These days, the Germans dominate the sports sedan market, but it's a reasonable argument to say that the British invented it at Coventry in 1950.

Frank Foster has been a fan of British cars for years. The Greenville, South Carolina, resident, a retired U.S. Army colonel and owner of Medals of America in nearby Fountain Inn, lists a string of MGs and Jaguars that he has owned over the years, from an XJS when it was new to a more recent Aston Martin DB9. But the Mark VII

kind of caught him by surprise. Or, more accurately, his family surprised him by all but forcing him to buy it.

"I made the mistake one Saturday afternoon to be riding around with my younger brother, Alan, and my son, Lee," recalls Frank. "We went by this car lot and saw this old Jag, and we stopped and looked at it. And they just egged me on to get it." Sufficiently egged on, Frank bought the car, but it might not have been all it was made out to be. "Supposedly, it had come out of a museum up in North Carolina, but it was more like somebody had it stuck in the back of a car storage place."

As purchased, the car featured a two-tone black and red paint job. Fortunately, the engine was strong. But all was not well. "We drove it around, had fun with it and then things started breaking down," says Frank. He took the car to Jaguar South in



UK 1954 JAGUAR MARK VII

Engine DOHC, 12-valve inline-six, cast-iron block and aluminum head **Displacement**

3,442 cc (210-cu.in.) **Horsepower** 160 @ 5,200 RPM **Torque** 195-lb.ft. @ 2,500 RPM

Compression ratio 8.1 **Induction** Two SU carburetors **Gearbox** Borg Warner two-speed automatic (original); GM 700R4 four-speed automatic (current) **0 to 60 MPH** 13.6 seconds

Standing 1/4-mile 19.3 seconds **Top speed** 102 MPH **Overall length** 196.5 inches

Overall width 73 inches **Overall height** 63 inches **Wheelbase** 120 inches **Curb weight** 3,865 pounds

Taylors, South Carolina, to shore it up.

Mark Lovello of Jaguar South explains what they did to Frank's car: "We mainly went back and did a lot of repairs—suspension-related, of course, engine-related. Basically, the car had been sitting, so it needed turning and servicing, carburetor rebuilding. Also, the cooling system had to be serviced. It was a lot of work. It was over a long period of time. Fortunately, Mr. Foster was a patient customer. He wasn't

in a real big hurry. He just wanted it done.

"The big thing was replacing the transmission and actually modernizing the transmission to an update. We updated that part to make the car more user friendly." In place of the factory Borg Warner, Mark installed a General Motors 700R4 four-speed automatic. Using a kit dedicated to the Jaguar conversion still required a fair bit of work for Mark and Jaguar South.

"That's a great transmission! It was a

rebuilt transmission that probably came out of a Chevrolet. The conversion was a bit involved and it's expensive. It was a job to get it done and get it done right. At the same token, it makes a world of difference." Frank concurs that the transmission swap improved driveability. Given the rugged nature of GM transmissions, Frank likely has no worries about reliability and durability.

Frank pondered selling the car for a while, even going so far as having the used-car lot he bought it from attempting to sell it on consignment for several months. Other than a new dent on the back of the car and some water damage to the wooden dash, he got nowhere, and decided he would not only keep the car, but get it done right.

A visit to the annual Euro Car Festival in Spartanburg, on the grounds of the BMW factory, left Frank admiring Gary Arrowood's 1964 Aston Martin DB5. (Truth be told, we were smitten by the same car and featured Gary's Aston in the September 2013 issue of *Hemmings Sports & Exotic Car*.) When he inquired about the fit, finish and overall quality of the car, Gary pointed Frank toward Beach's Auto Refinishing in Franklin, North Carolina, which had restored the Aston Martin.

"I called them up," says Frank, "and said, 'Hey, guys, can you fix this Jaguar?' and they said, 'Sure.' Well, of course, I was a novice at restoration, and I found out that once they got into it, there was rust, panels had to be cut out, a whole new dash had to be made and it was a bigger deal than I thought. It was up there almost a year and a half."

The luxurious Mark VII required more than just metal and paintwork, as the chrome had to be refinished and the inte-



OWNER'S STORY



Everyone wants an XK120 or 140 or 150, but the more I look at the Mark VII, there just seem to be fewer of them out there and it's just a beautiful old car. Painting it the Dove Gray makes it look a lot better than when it was in black and crimson. I'll have to give it to my son. He's the one who suggested I paint it and then I saw a couple of Dove Gray XK120s that were the original cellulose paint that they used and they just... you could see so much more of the car. And I had a DB9 that was that light gray, and it was just such a pretty car.

It's the kind of car when you walk out and see it, it just brings a smile to your face. I look forward to having it for a long time and passing it on to my kid. At the end, I'm happy. What the hell! My son loves it, my daughter-in-law loves it, my wife likes it. The grandkids love it!

I think it has a real, physical presence. It's not a piece of Americana, but it's a sort of a piece of automotive history and it's one that you can still enjoy. —**Frank Foster**

rior redone; that included the leather, carpets and extensive woodwork, particularly on the dash. Beach sent the shiny bits to Atlantic Coast Plating in Athens, Tennessee, for rechroming and Pearl Auto Interiors from Knoxville, Tennessee, handled the leather seating surfaces and carpets.

Rob Huscusson of Beach's agrees with Frank's assessment that the car ended up needing more restoring than originally anticipated: "It didn't look too bad. Of course, you don't know until you get all the paint and everything off. It had a lot of rust and decay on the bottom of everything. It was not a body-off. We did a lot of detailing underneath."

Rob also handled the woodwork, including extensive work on the dashboard, which involved high-quality, cabinet-grade plywood with a hand-cut veneer of Carpathian Elm. The final product inside the car sparkles as well as the Dove Gray finish outside.

Despite getting in a bit deeper than he expected, Frank was more than satisfied by the results. "What we have now is a

cosmetically perfect car which we have been driving so much, we now have to go back in and redo the brakes and the steering. You could say that we weren't restoring it to become a perfect car. We were restoring it to become a beautiful old car that we could drive around. And we've driven it so much and so fast since we got it back that we are now in the process of



Although it followed the Mark V, with Bentley selling a Mark VI, Jaguar skipped that number and moved right on to Mark VII.

redoing the brakes, the front suspension and the steering."

With an ex-Army M38A1 Jeep awaiting restoration at the hangar he keeps, Frank takes the Jaguar's restoration as a lesson in getting back to his roots in a way. "I used to redo some cars back when I was a lieutenant in the Army," recalls Frank. "Hell, if I didn't fix cars and do all of those things, it didn't happen. If I learned anything from this, I'm going to be much more involved and maybe even take some time to do it myself."

In the meantime, Frank has on his hands a prime example of one of the models that practically defined the term sports sedan. The Jaguar Mark VII broke new ground for performance—it was the fastest saloon in the world when it debuted and was able to triumph at a major international rally, it handled and rode with aplomb and swathed its driver and passengers in luxury. Today, Frank enjoys all of those attributes and gets to bring along his family—who after all, should get some credit for egging him on to buy it in the first place. ■



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WORDS AND PHOTOGRAPHY BY MARK J. McCOURT, DAVID LaCHANCE, JIM DONNELLY, TERRY SHEA, J. DANIEL BEAUDRY AND KURT ERNST

You might think that, after a decade of hosting this magazine's signature summer event, we'd be a bit jaded by the arrivals on the lawn in Saratoga Springs, New York. But that couldn't be further from the truth: The 2015 event brought an incredible spread of vintage and modern collector cars, driven by engaged *HS&EC* reader-owners and spectated with unbridled enthusiasm. August 1 would prove to be a fantastic day for fans of imported automobiles, and was the perfect way for readers and writers alike to celebrate our anniversary in style.

A bit of rain on the early morning drive over to Saratoga was cause for concern, but that proved a fluke, and the day was bright and pleasantly warm. Weather concerns may have kept some of the pre-registered cars away, but an additional 71 came out to play on the lawn, for a total of 140 vehicles in attendance. In addition to entries in our standard British, German, Italian, Swedish, Japanese, French, Import and Modern Exotic categories, we had great turnouts in our special classes: Lotus, BMW M-series, Lancia, Microcars, Driveable Dreams and previous Best of

Show winners.

As always, we struggled to choose our "favorites" in each category, because the fields of prize-worthy cars was so rich and varied. But we *HS&EC* staffers tried our hardest, and ultimately awarded the Best of Show to the incredible 1957 Jaguar XK140 SE Fixed Head Coupe, driven from Rochester, New York, by owners and restorers Ray and Judith Ricker.

Stay tuned for an announcement about the 2016 show in these pages and online at www.hemmings.com/events. We hope you'll join in the fun.





Best of Show and Favorite British

1957 Jaguar XK140 SE FHC, Ray and Judy Ricker, Rochester, New York

When Ray bought a "fairly good" 1957 Jaguar XK140 SE 36 years ago, his intention was to drive the car for a while before kicking off a restoration. The output from the car's 3.4-liter XK six certainly didn't feel like the rated 190 horsepower, however, so the teardown timeline was moved up, and disassembly showed the car to be in far worse condition than originally thought. Distractions stretched the restoration to more than three decades, but now reborn, the stunning cat has taken a pair of first-in-class awards, bolstered by two Best of Shows, in its first two outings.

That's not to say Ray's Jaguar is a trailer queen. In fact, he drove it to Saratoga Springs for our show, a distance of roughly 210 miles, accompanied by his wife, Judith. Ray says he's beginning to wonder if the car is too valuable to drive. In the next breath, however, he talks about his anticipation over upcoming driving events with the Jaguar Club of Central New York, and it becomes clear that the car is as much of a driver as it is a concours contender.



2nd Place British

1964 Morgan Plus 4,
Christopher Turner,
New Canaan, Connecticut





Favorite Swedish

1964 Volvo PV544, Les Kenny, Glastonbury, Connecticut

Having put 90,000 miles on his new 1965 PV544 in just three years, Les knew how durable and fun-to-drive these old Volvos can be. He found this car advertised in *Hemmings*, out of the collection of a former Volvo dealer in California. It recently had a cosmetic restoration, but having been driven just 35,000 miles, its B18 only needed a fresh clutch. Les says the car drives like new, and got 29 MPG on the trip to Saratoga.



2nd Place
1972 Saab Sonett III,
Joe and Aline Czepiel,
Whiteboro, New York



Favorite German

1989 Porsche 930, Arnie Solomon, Denville, New Jersey

Arnie regretted selling his first Porsche 930 shortly after it left his driveway. He soon began a quest for his "Holy Grail," a 1989 Porsche 911 Turbo Cabriolet with a five-speed manual transmission, and eventually located an 18,000-mile example in Dallas. Six years later, Arnie has doubled the mileage on the odometer, and his Porsche remains largely original except for a replacement top and larger intercooler.



2nd Place
1969 Opel GT, Tom Adkins,
Cincinnati, Ohio

Favorite Japanese

1994 Toyota Celica Supra, Gabriel Battisti III, Bedminster, Pennsylvania

In February of 1984, Gabriel was looking to buy a car. While he dreamt of a Lotus Esprit, his wallet showed him the wisdom of the sporty Japanese Supra with Lotus engineering. Since then, he's put over 151,000 miles on it, and children, dogs, skis and even firewood have taken turns riding in it. Still, everything is original. "It's a joy to drive. It's responsive, balanced and the shift action is nice," Gabriel beams.



2nd Place
1970 Datsun 240Z, John Watson,
Guilderland, New York



Favorite French

1986 Citroën CX, Jeff Brown, Delmar, New York

Jeff bought his Citroën CX-based ambulance through a French auction site two years ago, and has been busy driving it since, racking up about 4,000 miles a year. In fact, when his daughter needed the family minivan, the Citroën became a daily driver. "For a car like mine, I think it's better to drive it than let it sit too long," he says. It features a 2.5-liter diesel four and Citroën's famous hydropneumatic suspension.





Favorite Italian

1981 Fiat Spider 2000, John Reynolds, New Britain, Connecticut

John's first car was a 1976 Fiat 124 Spider, so he's long loved this model. He now owns three of the rare (1,000 built for worldwide consumption) 1981 2000 Spider Limited Edition models built to celebrate 50 years of Carrozzeria Pinin Farina, and this example is #158. It's been personalized with a similar-to-factory respray in Jaguar champagne paint, Cromodora alloys, later-style Pininfarina Azzura exterior mirrors and more.



2nd Place
1991 Alfa Romeo Spider Veloce,
Nicholas Clesceri,
Bolton Landing, New York



Favorite Microcar

1968 Fiat 600 D, Paul Fellenbaum, Menands, New York

This was the 600's debut show after a restoration that began shortly after Paul bought the car in 2007. Although the Fiat looked good on the online auction site, "it was nothing but Bondo and rust," and the engine had a blown head gasket, he recalls. Paul did all the mechanical work, and a friend helped with the welding and painting. Why a 600? "I owned one in high school," he says. "It was my daily driver for years."



2nd Place
1960 BMW 700,
Richard Becchiarelli,
Westfield, Massachusetts



Favorite Import

1958 Lancia Appia Furgo, Michael Kristick, Wellsville, Pennsylvania

Mike, a Lancia parts supplier, had to go to Italy to find his Furgo. "It was just a utility van, and most of them were beat to death," he says. Utility vehicle or not, it is a Lancia, which means it's a sophisticated machine, sporting an 1,100-cc V-4 engine and a five-speed gearbox (at a time when most sports cars made do with four). "People wave at you all the time – it's a lot of fun to drive it," Mike reports.



2nd Place
1957 Volkswagen Sedan,
Rich Anderson,
Lake George, New York



Favorite Driveable Dream

1960 Rover 100, Dirk Burrowes, Fitchburg, Massachusetts

"They had me at 29,000 miles," Dirk smiles as he tells of buying the Brushed Green saloon. An aficionado, Dirk has more than a few Rovers, but this one is special due to its originality. It's exactly as it rolled off the showroom floor – from its F-head inline-six, to its luxurious interior. Even its weatherstripping is original. "This feels new," Dirk says. And while a concours car would be in easy reach, he's going to leave it as is.



2nd Place
1984 Honda Prelude,
David and Daniel Atkatz,
Saratoga Springs, New York





Favorite Modern Exotic

1995 BMW 850 CSi, Charles Antalek, Utica, New York

Charles found his 1995 BMW 850CSi for sale in Cincinnati three years ago, with just 49,000 miles on the odometer. Since then, he's only added about 3,000 more, as the limited-production BMW is used primarily for car shows and concours events. Built only in 1994 and '95, the 850 CSi came with a 5.6-liter, 375-hp V-12, a sport suspension with a lowered ride height, quicker steering and more aerodynamic bodywork than the 850Ci.



2nd Place

2015 Porsche 911 GT3, Michael Waring, Budd Lake, New Jersey

Favorite BMW M Series

1988 M6, Brian Biittner, Manlius, New York

Brian's M6 is everything an M car should be: fast, sleek, powerful and more than a little bit of a sleeper to the uninitiated. With 256 hp, it was more powerful than a contemporary Corvette, yet looked like a standard BMW coupe. Brian's M6 maintains all of the luxury BMW poured into the car along with its stunning S38 engine, with six individual throttle bodies. Nearly 30 years on, this one of 1,700 or cars imported into the U.S. still sets hearts racing.



2nd Place

1998 M Roadster, Jack Jewell, Ilion, New York



To celebrate our 10th anniversary, we invited back previous best of show winners. From right to left are the 1957 Triumph TR3 of Gene Tricozzi (2013), the 1967 Austin-Healey 3000 BJ8 of Peter Army (2012), and the 1953 Nash-Healey LeMans Coupe of Joe Conlon (2011).





Favorite Lotus

1973 Plus 2 S/130, Teresa and Gordon Sauer, Irving, Texas

In a fantastic field of fiberglass and aluminum, Teresa and Gordon's +2 stood out for its gorgeous factory-fresh condition. Their 1973 model was sold new through Fred Stevenson's Lotus East in Millerton, New York, and was dealer-fitted with A/C. Having owned it since 1989, the Sauers restored this 120-hp, Big Valve car over a 24-year span, returning it to its original metal-flake silver over Carnival Red paint scheme.



2nd Place

1960 Elite, Ralph Stechow, Old Tappan, New Jersey



Favorite Lancia

1967 Flaminia Touring convertible, Don Schwarzkopf, Old Bennington, Vermont

Don purchased this Flaminia Touring Convertible (1 of 180 2.8-liter version) sight unseen from a French seller as a "chateau find." Although it was complete and free from corrosion (the Touring body is all aluminum, though the frame is steel), it had not run in years. However, after Don sent it to renowned Lancia specialists Omicron in the U.K. for restoration and later a U.S. interior specialist, the final results were a car that had us Hemmings editors seriously considering it for our best of show.



2nd Place

1963 Flaminia GTL, Dave Adams, Kittanning, Pennsylvania



Editor's Choice

1936 MG PB, Philip Rader, Rick Rader and David Ferst, Briarcliff, New York

How could we not love the sporting lines of this PB Midget? One of just 525 constructed, the P Type wears a boattail body in the style of a Q Type, created in England by MG guru Mike Allison and installed sometime before the Raders bought the car 15 years ago. It's powered by a 939-cc OHC four that makes 43 horsepower. With its cable brakes and straight-cut gears, "you don't drive these cars, you operate them," Rick says.



Publisher's Choice

1954 Jaguar XK120, Chris Turner, New Canaan, Connecticut

This 1954 Jaguar XK120 was the clear pick for Publisher's Choice. It's owned by Chris Turner of New Canaan, Connecticut, who was showing it for the very first time. Its resurrection was completed five years ago by Briarcliff Restorations in Westchester County, New York, a process that consumed 10 years, using an original XK120 with 10,000 miles as a guide. "The thing that stands out to me with this car is the attention to detail during the restoration," Chris told us.





Temporarily Permanent

It may donate parts and test pieces for a sibling under restoration, but this **1973 Triumph TR6** keeps offering many smiles per gallon

BY MARK J. McCOURT • PHOTOGRAPHY BY JEFF KOCH

In a hobby that largely focuses on high-dollar, concours-restored cars that cross the auction block under bright television lights, it's not surprising that some people don't understand why we would choose to celebrate the rusty, the crusty, the high-mileage and the low-class. But our Driveable Dream feature aims to prove that not everyone cares if their car is shiny, and that you can have a lot of fun by "running what you brung." It took a bit of convincing the owner of this month's 1973 Triumph TR6 as to our intent, but he and his classic workhorse exemplify the concept in the best possible way.

Thomas Kerr picked up the British sports car bug as a kid in the mid-1960s, when he got to ride in his aunt's new MGB. In high school, he attempted to join the MG fraternity with an MGA, although it didn't work out as planned: "This one was apart in boxes, but was said to be all there. It took me a week to talk Dad into buying it, but by that time it had found another home," he recalls. "Later, while I was in the U.S. Army and stationed in Fort Riley, Kansas, I found an MGB. This was in rough shape too, with rust holes. In the military, nothing is ever simple, so I only had that car for about four months."

Decades passed before Thomas decided to get back into a sports car, and in 2004, the Chehalis, Washington, resident turned his attention to other traditionally topless marques. "I looked at a Fiat just down the road, but it was fitted with a lot of non-factory stuff, and not in a good way," he says. Thomas soon began investigating Triumph prices and parts availability, and zeroed in on a 1975 TR6 in St. Paul, Minnesota.







1973 TRIUMPH TR6

Engine OHV inline-six, cast iron block and head **Displacement** 2,498 cc **Horsepower** 106 @ 4,500 RPM **Torque, lb.-ft.** 133 @ 3,000 RPM **Fuel system** Two Zenith-Stromberg 175 CD carburetors **Transmission** Four-speed manual with overdrive **Suspension** Front: wishbones, coil springs, tube shocks, anti-roll bar; rear: semi-trailing wishbones, coil springs, lever arm shocks **Steering** Rack and pinion **Brakes** Front disc/rear drum **Wheelbase** 88 inches **Length** 155 inches **Width** 58 inches **Height** 50 inches **Curb weight** 2,390 pounds **0-60 MPH** 10.7 seconds **Top speed** 109 MPH



This car uses many parts from other TR6s, including the driver's seat bottom upholstery and speedometer; it once again has its original engine.



"It was a love at first sight! It ran well and looked good, but needed a clutch—that's not a big deal, as I can turn a wrench," he says. "The long-term previous owner told me stories of loading seven to nine kids in the car and heading for the local lake... seatbelts were not required back then! He also told me he'd kept it well maintained and always stored it inside during the winters, so there was no salt rust. The next morning, I tracked down a U-Haul car trailer—there was just one in the entire area—loaded the car and headed back home. About three hours west of St. Paul, U-Haul called and said they needed the car hauler back, because it had been reserved for someone else. Well, that didn't happen—I just kept heading west! This was when I discovered how other people like to see these cars, as I got a lot of thumbs-up and waves during that trip."

Thomas managed to install the clutch his '75 needed, and as he began driving that car, his love for the TR6 grew. Within two months, he'd located the white 1973 shown on these pages, an example that sported the desirable factory steel hardtop and Laycock de Normanville overdrive. "This was way cool—I already knew how the transmission came out and went back in, so I figured I could keep the hardtop, swap the transmissions between the '75 and '73, and then sell the earlier car." Our feature car had been maintained by a European auto shop and, while it wasn't a cosmetic beauty, it was complete and in very good mechanical condition, so he drove up to Tacoma, Washington, to bring it home.

Triumph's 1973 TR6 was a car in transition, since U.S. safety and emissions standards were ever-tightening. Although horsepower was up two to 106, a lower 7.75:1 compression ratio had already taken 10-lb.ft. of torque away from the 2.5-liter straight-six engine the previous year, and 1973 would be the last full model year for the chrome bumpers, sans overriders. Visual changes included a black air dam and stainless trim for the grille, while under the skin, the J-Type overdrive became available. These changes didn't hurt the car's popularity, as the federal-spec, twin Zenith-Stromberg-carbureted model still sold to the tune of 11,924 examples.

"So now I had the two TR6s parked side by side in my shop, and I started noticing things. The 1975 didn't sit as straight as the '73, as the right front was twisted up in that area. After doing a lot more checking, I found that at some past time, the right front of the '75 had been damaged and received not-very-good repair work. Its frame had a bit of a twist, while the inner rockers, floorboards, bulkhead and part of the firewall also showed some damage," he admits. "The 1973 had a straight frame, so I did a chassis swap, complete with engine and transmission, from one car to the other. The '75 would get a new floor, rockers and part of the firewall... one thing turned into another, and the TR6 I fell in love with began the long process of a frame-up, complete rebuild."

That crusty, if correct, 1973 model started serving as Thomas's reference point for the restoration he's still performing on the

This was when I discovered how other people like to see these cars, as I got a lot of thumbs-up and waves during that trip.

newer model. He's the first to point out that his second TR6 isn't pretty. "At some past time, the right front was damaged and received not-very-good repair work. The car started life in Sapphire Blue paint, then was repainted to Pimento Red, and again painted the current white. I've taken a wire wheel to grind out some rust, sealing those areas with a heavy paintbrush coat of epoxy primer, and the rest of the paint has cracks, bubbles and rock chips. I cut a sheet of 3/4-inch plywood to cover the basketball-sized hole in the driver's footwell to keep it from being a Fred Flintstone car," he says with a grin. "And my '73 and I have been burning up the road ever since!"

Thomas really revels in driving it. Although the car's true mileage is a mystery—it has had three different Smiths speedometers in its years with him—he estimates he's added about 50,000 miles. It's used year-round, and has been a testbed for replacement parts for use in the 1975: He's swapped in transmissions, differentials, rear hubs and other parts to check their serviceability. Almost nine years after that initial rolling chassis swap, the camshaft failed in the 1975 engine—so the '73 once again was powered by its original straight-six. And while the newer TR6's standard four-speed was also used in the older car those nine years, it also recently received the gift of overdrive, donated from another parted-out TR6.

"I have only brought her home on a trailer twice. Once was the starter; it had finally come to the end of its life, its bronze nose bushing was completely gone. The other was when the lead wire inside the distributor gave up after 40-plus years of vibrations, and it now has a Pertronix ignition conversion," he explains.

Mechanical maladies aside, the 1973 has provided years of motoring adventures to Thomas and his travel companions, the

Border Collies Blaze and Pixy. And when we asked him about the car's acceleration and gas mileage, his cheeky reply was: "It will do 0-30 in less time than it takes to smile; 0-60—who cares, with the wind in my hair and a cheesy smile on my face! 0-100? It will never get there, even with a strong tailwind. Mileage? Oops, not quite to the next gas station—the fuel gauge is off a little," he laughs. "It's kind of sad to say, but the Toyota minivan we use for carpooling to work could drive circles around this TR6."

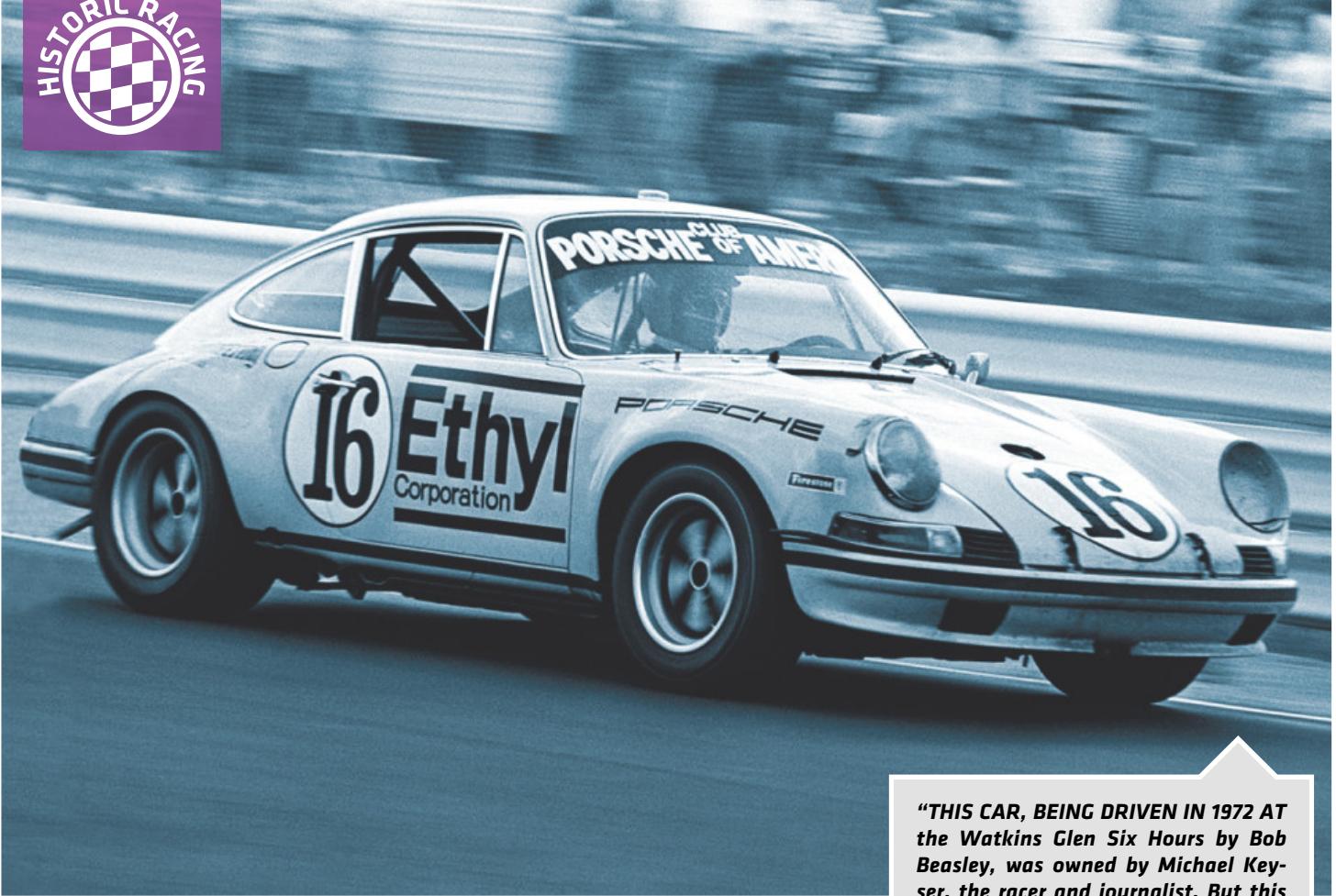
Hemmings Sports & Exotic Car isn't the first to appreciate how Thomas has kept the 1973 on the road, and the joy it's brought him and others. During the 2007 All Triumph Drive-In, hosted by the British Columbia Triumph Registry, he was awarded "The Rusty Wrench." "They had a sense of humor. This was for having the car with the most potential for improvement, and myself for having the spirit of keeping them on the road. They also said something about everybody looking at my car as a possible parts donor!" he says with a grin.

"One day I'd stopped for gas, and a young man said he loved my car, and was amazed I was out driving it. He told me if he had it, he would keep it as a show car and never take it out," Thomas continues. "I respect the folks who do concours restorations and maintain those standards. But I have more respect when they get the cars out and drive them. My 1973 TR6 will probably never be restored, since the cancer is getting pretty deep in both the body and frame, but I will continue to drive her and make repairs as needed. There's nothing about this car that's show quality, but I drive it to car shows, because I like to go to car shows and drive my car. What would I do with a shelf full of trophies? I have the dash plaques, the memories and the fun!" 



Corrosion in the driver's floor and body panels remains an ongoing concern, but the car is still solid and reliable enough to enjoy on a daily basis.





911 Heaven

The landmark Porsche that dared to mix it up with the big boys

BY JIM DONNELLY

IMAGES INTERPRETED BY HAL CROCKER, FROM HIS ARCHIVES

A lot of people out there—a lot—will tell you forcefully that this is the most iconic sporting automobile of all time. When it first debuted in 1963 as the Type 901, Porsche figured that racers and rallyists, in keeping with the proud marque's DNA, would grab the new 911 in great numbers. It was an improved sport coupe in every measurable way over its predecessor, the 356. Even the most optimistic designers likely didn't guess how easily and effectively the 911 adapted to being a landmark production-based racing car. More than 50 years later, 911s are still raced and they're still winning. From Riverside to the Nürburgring and everywhere in

between, it was commonplace to have them make up a goodly portion of the field in road racing.

Thus, obviously, Hal Crocker has a great many images of 911s in action, with both pros and privateers in the hot seat. "You would go to these endurance races at Daytona and Sebring, and about a quarter of the field would regularly be 911s. There was a saying, 'If the race runs long enough, a Porsche will win it.' You look at the car, and it was really one of the first that you could buy off a showroom floor that was close to being a real race car. The Germans built them strong. You could take a 911S, with minimal modifications, and take it to the race track. You

"THIS CAR, BEING DRIVEN IN 1972 AT the Watkins Glen Six Hours by Bob Beasley, was owned by Michael Keyser, the racer and journalist. But this was early on, so I don't think that Michael had adopted Toad Hall Racing as the name of his team just yet. Bob was from the same area of the world that Michael was from, and Michael co-drove with both Bob and with Bruce Jennings. Bob had had a Porsche that he'd raced, and I think part of the deal was that he and Michael essentially swapped cars, running Bob's in one race and Michael's in the next one. At the time, Michael had a lot of money but was low on the learning curve, so getting together was good for both of them. Here, they finished first in class and seventh overall. I think they might have been using the headlamp opening as an air scoop to duct air to the oil cooler, which held something like 14 quarts of oil on the 911s."

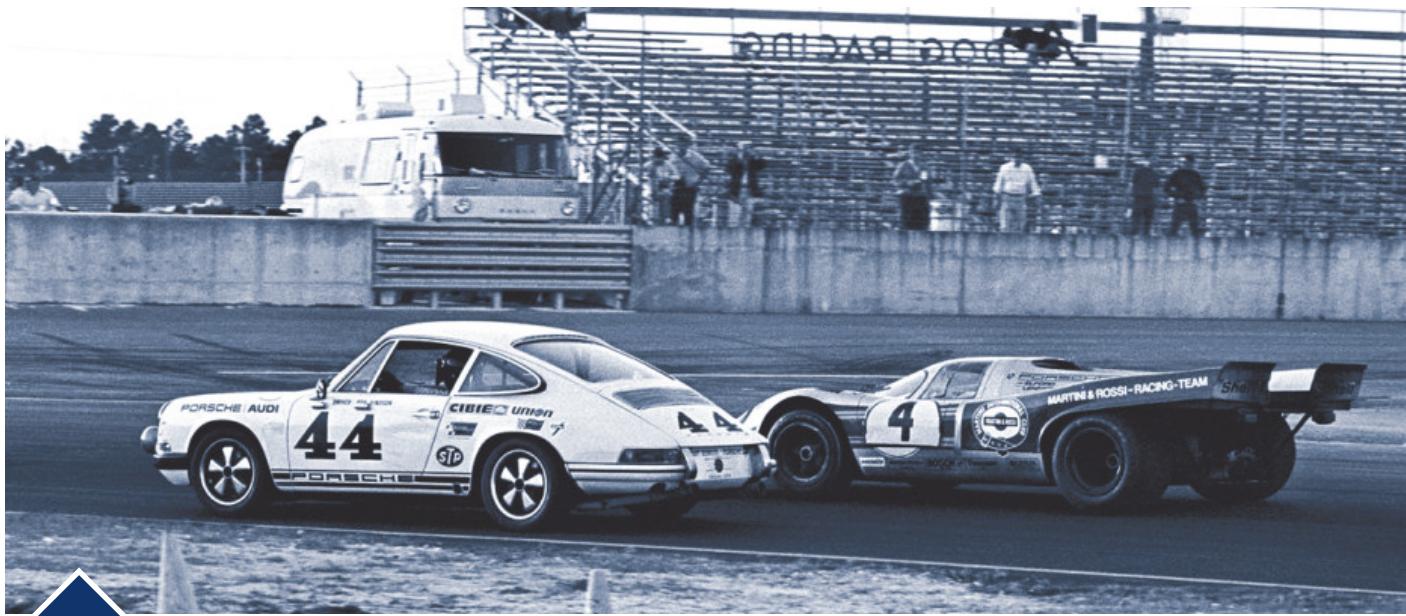
can't argue with the results.

"I remember going to Watkins Glen for the Six Hours one year and heading into the men's room by the paddock," Hal summarized. "I was doing my business and looking at the graffiti on the wall. I spotted one that read, 'God must love Porsches, because He sure made enough of them.' I think that says it all."



"SEBRING, 1971. JIM LOCKE, IN THIS 911T THAT HE SHARED with Bert Everett, is about to get passed by the Porsche 917K of Pedro Rodriguez. They're coming out of the hairpin at the end of the straight. That Coca-Cola sign behind the 917 shows the exit of the turn. Locke and Everett—Everett was involved in Porsche racing for years—were both from up in New England, I'm pretty sure. You can see this is a really nice car, with wheels

and extra running lights, just a clean, well-prepared Porsche. They won their class and finished ninth overall, and any time you can finish in the top 10 at Sebring, that's really an accomplishment. The number two car, as you can see, is accelerating off the hairpin and is flashing his lights to let Jim Locke know that he's coming by. Jim has already moved over to the side to give him the line."



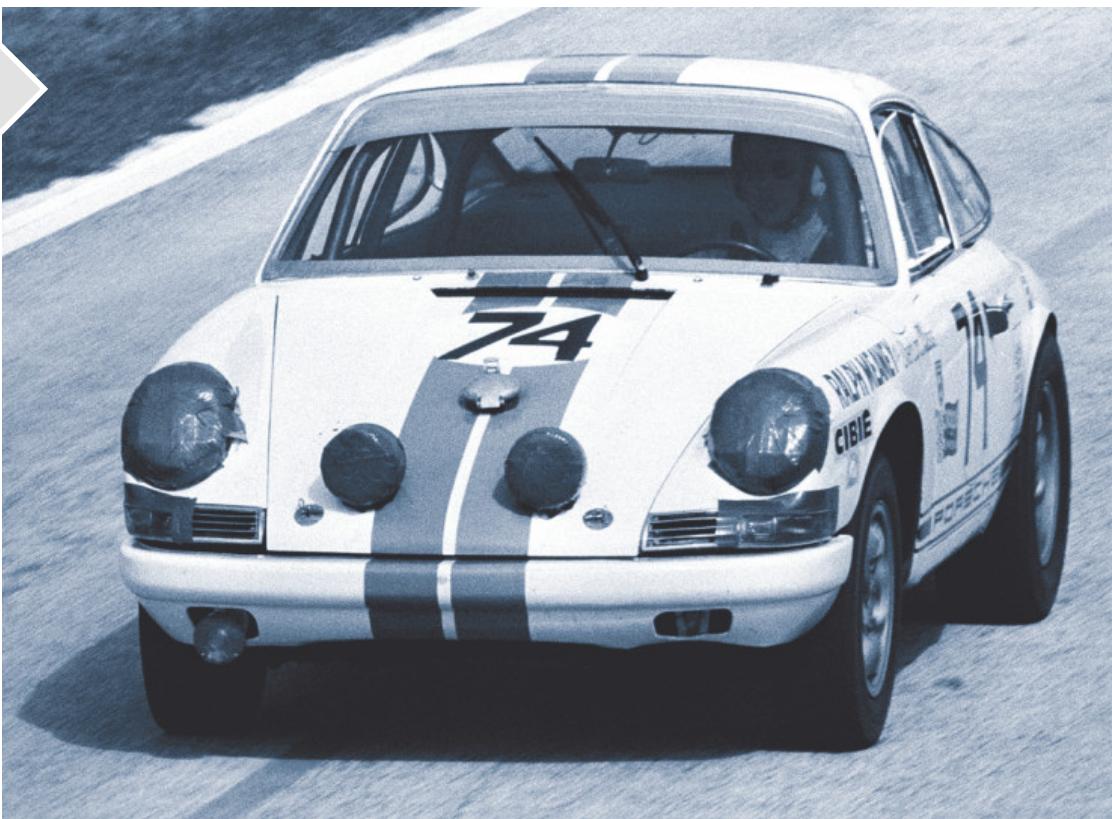
"IF YOU LOOK UP AT THE GRANDSTANDS, YOU'LL SEE THE words DOG RACING reversed. This is where the cars would come out of the infield road course at Daytona, and then head for the banking on the superspeedway. That's where the dog-racing track was located next to the speedway at Daytona. This is at the 24 Hours in 1971, and Vic Elford in the Martini 917K is about to pass the 911 of Art Bunker. If I'm not mistaken, Bunker had

a Porsche dealership somewhere in the Midwest, and he raced a bunch of cars. He was one of the dealers who got the factory 914-6s to race from Stuttgart. Peter Gregg got two of them at Brumos Porsche in Jacksonville and Alan Johnson in San Diego got two. Alan was a competitor to Vasek Polak, another big West Coast Porsche dealer, and Milt Minter used to drive for them both."



"I LOVE THIS PHOTO. THIS IS ALSO AT DAYTONA IN 1971, AND THE PORSCHE 911S OF ASH TISDELLE is temporarily running ahead of Mark Donohue in the killer Ferrari 512S that Penske entered, and Pedro Rodriguez in the John Wyer Porsche 917K. I was in the base of the grandstand where they come out onto the banking from the infield when I shot this. Ash Tiselle had a Porsche dealership and a foreign car repair shop in Orange Park, which is in central Florida. He was a regular for years and years racing in the Southeast. Notice that the 911 has a quick-release fuel cap in the center of the front hood, and some really neat-looking lightweight wheels."

"RALPH MEANEY was involved in Porsche racing very heavily for a lot of years. He ran a Porsche shop, not a dealership, in the Baltimore area. Ralph raced a lot with my friend Steve Behr, and was one of the first guys to race a Porsche 914 in this country. Here, he's in a 911 at Sebring in 1970. He was a regular at sports car races, and he put in his time both as a driver and a mechanic. A lot of people would take their Porsches to his shop for maintenance, instead of going to the dealers where they bought them."





"BRUCE JENNINGS AND BOB TULLIUS TEAMED UP AT SEBRING in 1970 with this 911. The car is set up pretty stiff. You can tell because it's lifting the inside front wheel in the corner. This was Bruce's car, and that was how he liked them, really rigid. Jennings and Tullius were friendly competitors who ran heads up against each other all the time. Bob had the Triumphs of Group

44 and Bruce not only raced this car, but I read that he was, and maybe still is, the guy who won more races in a Porsche than anyone, period. He had an unbelievable number of wins in a 356. A lot of times, guys who beat on each other in National races would make deals to team up in the endurance races. That's what happened here."



"JACQUES DUVAL WAS A celebrity up in Canada. He was known as a car guy and a racer, but made his name before that as a radio host and TV personality. He won the Quebec provincial championship five times, and brought this 911S to Daytona for the 24 Hours in 1970. Evidently, he had enough money to scratch his racing itch, as you can see from the photo, because this is yet another really clean, well-prepared Porsche. The following year, he became the first Canadian to score a win of any kind at Daytona when he took first in class with another one of the 914-6s. He is now enshrined in the Canadian Motorsports Hall of Fame, which called him the greatest road racer in Canada until Gilles Villeneuve came along."



Lamborghini people

While Mr. Unsworth does, indeed have a wonderful car [1968 Lamborghini Miura S, HS&EC #121, September 2015] as shown in your 10th Anniversary issue, I think he will find himself a minority of one in the vintage Lamborghini world with his refusal to divulge his "secret" to tuning. During the time I owned my Espada, the online community at Vintage Lamborghini Garage, as well as people in the club, and at meets (mine was the car that piddled oil in the Hemmings parking lot in 2003—sorry...) were very open and helpful in keeping these things running.

Go to any multi-marque Italian meet and you'll find the Lamborghini people usually are the friendliest and have the best sense of humor. Maybe it's because they have to. The old Lamborghinis are wonderful ideas, badly put-together.

It's fun to share.

Peter Drake

Via email

Name that Simca

In case any of the readers want to know about the Simca on "Competition and Heritage" [International News, HS&EC #122, October 2015], it is a Simca Oceane. In 1959, my older brother was driving TR3s and an Austin-Healey 100-6. My father wanted a sporty car, but not as sporty as the Brit cars. He picked the Simca Plein Ciel, a coupe version of the Oceane. It was quite a nicely finished sporty car, and he was proud of it until the head gasket blew, and blew. I was 15 at the time and loved British sports cars. They have been dominant in most of my life. I learned to shift on the Simca, and it was the first car I legally drove on the road. The first drive on the road at 15 was my brother's TR3, which I put on top of a snow bank. Thanks to those guys, today we have Morgans and Minis.

John McNulty

Plainfield, New York

Guessing at numbers

The remarkable restoration of John Herrlin's pre-A Porsche 356 [Restoration Profile, HS&EC #121, September 2015] was a delight and well told... up to a point. And I know the tradition of discretion about talking money. I grew up in one of those WASP households. But this tale had readers (me at least) just crying out for costs. Welding a replacement roof onto this lovely little coupe, to get a sunroof? That has to be a "YIKES" in a check-

book. But important information, I think, to further the message of devotion to the finished restoration by an owner paying and artisans doing the careful work. Your publication is not alone in not including a budget. I subscribe to many specialty automobile magazines where \$250,000 '32 Ford hot rods abound, but we must guess at that figure. The Mendham, New Jersey, ZIP code of the cute blue pre-A Porsche coupe is a clue, but I'd love to know the rest.

David Bryant

Rancho Mirage, California



Mixed messages

Another interesting car sighted on my walk this morning. I guess my first thought was "not likely!"

Pat Walsh

Via email

Pat sent us the photo of the Citroën van that appeared in Lost & Found in our October 2015 issue. —ed.

Sweet home, Mannheim

Seeing the Mannheim train station [Lost & Found, HS&EC #119, July 2015] was awesome, as it is my hometown. I grew up there before moving to the U.S. in 1978. It certainly looks way different today—no more space to park, all underground.

Cars I can identify in the picture: Front row—Fiat 500, a blue/beige Opel Caravan, gold VW with a lady in front, an Opel Kapitän driving up on left, and a dark gray DKW. The car in front of the blue Fiat 500 might be an Adler.

Love these pics and keep up the great magazines!

Klaus Reichardt

San Diego, California

Toyopet memories

The dealership that sold my sister her Toyopet in 1958 (a '59 model) is no longer in existence. It was Cameron-Stewart Pontiac-Cadillac-GMC-Toyopet-and Vauxhall (they also sold kids' Pontiac and

Cadillac Jr. versions to get kids' parents in the showroom).

The Toyopet Crown was red with wide whitewalls, a fair amount of chrome trim and comfortable interior in red and black leather of decent quality. It had a standard transmission and was not terribly speedy in acceleration, but was built like a tank. My ex-brother-in-law was one of the worst drivers on the planet and hit nearly everything in sight, with no noticeable damage other than paint scrapes to the Toyopet. I was 10 years old when they got the car. By 1961, they had the car painted a color remarkably like Mopar Plum Crazy after a 1951 Buick drag racing a second '51 Buick (with two DUI women in them) rear-ended the Crown. The Toyopet front seat frame bent, slowly depositing my sister and her ex in the back seat without injuries. The rear of the car had broken taillights and a bent bumper, but the Buick was totaled.

In 1962, they bought a Pontiac Tempest wagon and kept the Toyopet as a second car until 1964, when it was replaced with a 1964 GTO. The style that came out right after their version of the Toyopet (with fins) always reminded me of a 3/4-scale '58 Chrysler New Yorker, which I would love to get (and possibly put a V-8 into). The quality was built in, and even though it was underpowered, I have great memories of the Toyopet.

L.R. Foster

Chico, California

A word to the wise

Thanks for the editorial regarding fire safety ["Where there's smoke," HS&EC #122, October 2015]. Under the hood of my '61 E-type a week ago, I discovered both battery cables' insulation broken, falling off, with 30 percent of each cable bare. Welsh sent me a nice new pair, but since I have not yet installed them, your writings, and those of the owner of the toasted Spitfire, George Parker, drove me to the garage almost immediately to remove the cables, and battery, in preparation for the replacement. No use tempting the smoke to attempt an escape.

Mark Mederski

Special projects director

National Motorcycle Museum

Columbus, Ohio

Send your thoughts to **Hemmings Sports & Exotic Car**, P.O. Box 904, Bennington, Vermont 05201; or email the editor at dlachance@hemmings.com



Howie grinned and suggested we go down to Water Street and see how fast the little Swede was from stop-light to stop-light. We did.



A Saab story

In the fall of 1964, a few days into my first semester at the Milwaukee School of Engineering, as I was climbing from my MG, a cheerful young man with a distinctively leprechaun-like quality thrust out his hand and chirped, "Hi, James A. Bart and I really like your car."

Trained as an electronics technician, Bart knew how to create something we used to call circuit diagrams. These were a series of symbols that allowed engineers and technicians to show how electronic components might be connected to create amplifiers, radios, TVs, and other useful products. He loved designing circuits, and the diagrams that initially started in his notebook subsequently expanded to include his lampshades, Murphy bed, refrigerator, and just about any other surface within reach.

Bart worshiped efficiency and practicality. He wasted no time on conventional shoe polishing techniques, opting instead to buy black shoes that he would periodically restore to black with spray paint. He would also replace the conventional laces with single-strand 14-gauge copper wire with black insulation. By lacing his shoes just tight enough, he could then slip his feet in and out without undoing the laces... meaning he would tie his shoes once in their useful life.

Naturally, Bart drove a Saab, a car designed and built in Sweden by a company that previously built only airplanes. His 1963 Saab 96 came with a 748-cc engine, produced about 40 hp and had a three-speed column-shift transmission that drove the front wheels. Its three-cylinder two-cycle engine meant great simplicity, requiring just seven moving parts! It also meant you had to add a quart of oil to the gas tank every time you refueled, as the only engine lubrication came from the oil mixed into the gas.

Enter Howie Menard, my part-time roommate. Howie joined me because he really did not believe in drinking and driving. But he really liked to drink, so his only choice was to sleep on my couch because it wouldn't be safe for him to go home. It's hard to fault that logic. Howie drove a 1960 Ford Starliner, with a 352 Interceptor V-8, and a three-speed manual trans. It truly was a great-looking car, and fast, too.

One afternoon, Bart and I were talking cars when Howie arrived with his Ford. I introduced them; they shook hands and inspected each other's vehicles as if they had just landed from other worlds. Hoods were opened. The Ford demonstrated the gaping maw of an alligator with a massive cast iron V-8 lump where its tongue should have been. The Saab's hood tipped forward to reveal a diminutive powerplant with just three spark plugs!

Howie grinned and suggested we go down

to Water Street and see how fast the little Swede was from stop-light to stop-light. We did. (And yes, I know you should never race on the street, but we were all young and stupid). The massive Ford immediately trounced the Saab by half the length of the block! The look on Bart's face indicated a rematch would be required.

There are basically two ways to make a car accelerate faster. One is to add power. Bart was an avid model airplane builder and really understood the secrets of their tiny, single-cylinder, high performance, two-cycle engines. He decided to apply these tricks to the engine of his Saab. He removed the intake and exhaust manifolds for polishing and port matching. Then, he tore off the factory exhaust and designed an expansion chamber to improve the engine's scavenging. It was more than a bit noisier, accentuating the corn-popping quality of its exhaust.

The second way to make a car accelerate faster is to remove weight. Bart worked all winter to bring his Saab to fighting weight. As a single guy, he did not need a back seat, so he removed it. The front passenger seat followed a week later. Next to go were the door panels, carpets, and headliner. Bart even created Plexiglas replacements for all the side and rear windows.

In what only can be described as an ill-advised, but truly extreme measure to save every ounce, Bart removed the entire passenger side door and replaced it with a single sheet of light-gauge aluminum, screwed and glued into place. He was convinced there was no more weight to be saved, until he realized that the instrument cluster was a self-contained unit that could be removed and hung from the firewall just below the windshield, allowing the whole dash assembly to be jettisoned.

When the Saab was ready for its rematch, Bart had probably removed a third of the total weight from his car... and at least 80 percent of its value! There was only one thing left to do. Return to Water Street for a rematch.

When the light turned green, Howie hammered the big Ford, its rear end squatted, its engine belched, and its tires spun wildly. Bart's little gray missile squirted off the line and put two car lengths on Howie! He blasted through the gears, with the little Saab's two-stroke engine generating an ear-piercing screech accompanied by billowing clouds of light-blue oil-rich exhaust spewing from its tailpipe. You could actually see where Bart had changed gears, as it was marked by a noticeable change in the diameter of the exhaust cloud. The cloud had a distinctive aroma, like model airplane exhaust, known to contain a fair amount of nitromethane. Ah, the smell of victory!

Saab, like James A. Bart, put a premium on efficiency and innovative approaches. Both were unconventional, but great fodder for nostalgia. ☀

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Let's face it,
if the ignition
timing is
not spot on,
everything else
you do won't
matter. //



Reading spark plugs

A quick road test is the ideal way to discover how well a car's engine is performing. While a rolling dyno is great for tuning the engine to its best, most times an engine runs differently when it's under load. All that extra weight and driveline drag that come into play really affect the engine's performance.

During my most recent bout with trying to get my 1967 Triumph GT6 MKI to run well (see issue #121, September 2015), I had to make what seemed to be an endless number of fine adjustments until I was satisfied with the way the little fastback coupe performed. Between the pair of Stromberg carburetors, the points and the timing, it was a trying experience because, for some reason, I just couldn't get everything to work in unison as it should. So back to basics I went.

First things first—I bought a set of new spark plugs and precisely gapped them to .025 inches as stated in my *Triumph Workshop Manual*. While I was at the auto parts store, I also purchased a new timing light. I had bought my existing timing light back in 1974, so it was time to upgrade to a more accurate gun. Let's face it, if the ignition timing is not spot on, everything else you do won't matter.

Before I timed the engine, I allowed it to cool overnight so I could adjust the intake and exhaust valves to their proper clearances; this must be done when the engine is cold as that's the only way to obtain an accurate measurement. If even a single valve is either too tight or too loose, it will adversely affect the engine's performance.

With the adjusting of the valves completed, I moved on to the points. They were gapped at the required .014-.016 clearance, and then the little pad in the center of the distributor shaft was given a few drops of oil followed by a light smear of distributor grease on the cam. A new distributor cap and rotor were installed, along with a set of new spark plug wires. The points and condenser were fairly new, so they weren't replaced.

So now with all the proper gaps set, and the oil level and radiator topped up for good measure, I started the engine and immediately discovered that the timing was way off, like about 8 degrees off. Once it was properly set to 12 degrees before top-dead-center, it ran more smoothly than it had in years. These were all rudimentary matters, which, of course, really matter. I'm still amazed that the ignition timing got that far off the mark and the engine still ran.

Then the real fun started: fine tuning the twin Stromberg carbs. So, after removing the covers and cleaning the inside of the carb bodies and



the air valves, and resetting the height of the floats, new rubber diaphragms were installed and the oil in the air valve was topped up with the correct 30-weight. The two brass adjusting screws were dialed in as per the manual, and a quick twist of the key was all it took for the engine to burst into life.

After operating temperature was reached, a quick road test revealed that the engine bogged down under acceleration. I pulled out the choke a bit and all was cured, so the jets needed adjustment. Before adjusting the carbs, I removed two spark plugs and discovered that they were completely white; that meant the fuel mixture was too lean. A half-turn of the adjusting screws made the engine run better, but a slight hesitation remained at speed when accelerating hard. Again, I checked the spark plugs, and this time they were a bit darker, but still too clean.

Instead of loosening the screw just a quarter turn, I went another half turn, which helped eliminate all traces of hesitation at speed. The engine was really pulling now. Once again, I removed two spark plugs and now found them to be slightly carbon fouled, which meant the air/fuel mixture was ever so slightly rich. So I tightened the adjusting screws a quarter turn and now at speed the engine performed better than it had ever run previously. Nothing but a smooth surge of power throughout the rev range. One final check of the spark plugs revealed the tips to be the ideal brownish-gray tone—a clear sign of optimal efficiency and the proper air/fuel ratio.

Spark plugs: They are the best indicator of an engine's condition and operation. What they reveal will always be fact.



Workshop RESTORATION



Making Memories

This father-son restoration of a **1963 Volvo 1800S** resulted in more than shiny new paint

WORDS AND PHOTOGRAPHY BY MARK J. McCOURT
RESTORATION IMAGES COURTESY OF TIM HILLE

It was back in April that the HS&EC staff Volvo owners were alerted to the founding of a New England chapter of the Volvo Sports America club, headed by an enthusiastic 1963 1800S owner named Tim Hille. C70-driving *HMN* design editor Ed Heys spent time talking with Tim during the 2015 VSA National Meet in Newport, Rhode Island, and learned the story of the restoration of Tim's award-winning 1800. This car is more than just a fresh collection of parts: It's a bond between father and son, a physical journey that neither will forget, and a vehicle they both treasure.

The rugged appeal of 1960s Volvos was well known by Tim, whose first car was a fixer-upper 122. He purchased our feature 1963 1800S in 1990, through an ad in *VSA Magazine*. It was a solid runner, bought to drive daily and to replace the 1968 1800 he thought he could save, which was too far gone. This 1800S served as year-round transportation in Cambridge, Massachusetts, where Tim was living at the time. In the five years it was in service, it was stolen and recovered, traveled to Arizona and back, and provided reliable and head-turning transportation.



As fans of Volvo's 1800 series know, the 1961-'63 P1800 was built by Jensen Motors in England, using bodies from Pressed Steel, but the Swedish automaker brought production home to its Lundby plant in the spring of 1963. Those late-1963 models were the first 1800S's, and they used leftover Jensen parts like the "bull horn" front bumpers, but omitted the pretty C-pillar badges and some of the elaborate interior trim. Tim's example left the line in May 1963, and 30 years later, its five-figure odometer had twice rolled over.

The obligations that come with getting married, buying a home and raising children meant this Volvo would spend 18 years off the road, the last 15 in a shed behind the Hille family's Stow, Massachusetts, home. Tim's two sons grew up with the 1800 being a fixture—it was what they called "the bug car." To his great pleasure, his younger son, Joe, took a special interest in the old sports car. "Four years ago, Joe said, 'Hey Dad, when are we going to fix up that bug car?' I knew I wanted to restore it, and figured I'd wait until I had the time and money to do it properly. It was a



Tim and Joe Hille stripped this 1963 1800S down to a rolling chassis before sending it to the local shop that would restore the body metal and paint; the mechanical parts were soon returned.

The Process



1 The “bug car” still bore front-end damage from a years-past Boston towing incident when it was dragged out of storage. Tim and Joe (shown here) started to disassemble it that same day.



2 The Hilles’ initial plan was to clean up the engine bay, but not to fully restore it—and that was soon altered. Instead, the timeworn chassis plate (upper right) would be reinstalled.



3 The old paint was stripped by media blasting, with transportation of the bare-steel shell back to Patterson Auto Body arranged for a dry, sunny day to prevent flash rusting.



4 Stripping the paint revealed hidden rust in the trunk floor and rear panels. Don Thibault provided a replacement floor, and the labor to repair this area was time consuming.



5 Tim and Joe never saw the 1800 in bare metal, as it was protectively primed promptly upon return; the engine bay, interior and wheel wells were sprayed in body color.



6 Experienced body man John Roberts “adopted” the Hille family Volvo, and performed virtually all of the car’s metal repairs and reshaping the old-fashioned way, by hand.



This 1800 was one of the first ones built after production moved to Sweden, so it included leftover Jensen components. The two-tone interior panels were the only deviation from factory stock.

bonus when Joe brought it up," he says with a smile. "I told him, 'Well, you're going to be driving in a few years, so if we're ever going to restore it, now's the time.'"

A sticking wheel challenged them while extracting the car from the shed, but when it was in the driveway, newly mobile on wheel dollies, Tim and then-11-year-old Joe began to take the Volvo apart. "There had been a bit of rust starting before I parked it," Tim remembers. "As typical on these cars, water and dirt would get into the areas behind the front and rear wheels, so there was a modest amount of rust in the fenders and quarter panels.

"I called Patterson Auto Body, here in Stow, to find out if they'd do this type of project. Because their website showed an old 356, I thought they might do both accident repair and restoration work," Tim remembers. "I spoke with Frank, the owner, who came over to look at it. He agreed to take on the bodywork and paint, and then showed us his shop, and the personal projects he was working on. He gave us an estimate, and we agreed to his price, although I was aware of the standard rule of restoration being to double the cost, which we pretty much did in the end. He'd said he wouldn't make a lot of money on it, but was doing it for the love of the project."

The Hilles made it clear that they wanted to do as much of the work as they could, and Tim and Joe jumped in with four feet. "We rolled it into the garage and stripped every last nut, bolt and screw off the car," Tim says. "Joe really got into that. It was like an archeological dig—we were finding old coins and items from previous owners. It was also fun to see how the car was put together." Knowing that digital photography costs little but is worth millions as reference material, they began taking what would amount to 3,000 photos of components and disassembly processes.

The 1800S was taken down to its running gear, with every part labeled and bagged, and stored in totes and boxes in the attic and basement. "There were no parts bins in the living room, and it kept us busy in the garage, so my wife didn't mind," he laughs. "We'd promised to have the car to him by the end of October so he could have it in his shop over the winter. We were a few weeks late in finishing, but that was okay, as he didn't collect the car until February 2012."

Tim would learn that John Roberts, the senior member of the Patterson staff, had adopted the Volvo. "He heard it was a father-son project, and said he'd always wanted to do a project with his dad but never did, so he wanted to take it on. We'd stop in to see what was happening, and Johnny would spend 15 minutes showing us what he was doing. He did most everything by hand—using the hammer and dolly to straighten the metal, blocking and sanding the primer, and more. He was very meticulous and took care



The radiator received a new core, while the 1.8-liter, 100-hp four-cylinder got new paint and rebuilt SU carburetors. More than 15,000 miles have been added since the restoration was finished.

to do everything right, the first time."

Media blasting had revealed unforeseen rust in the trunk, necessitating the installation of a replacement floor and adjacent exterior panels, sourced from Don Thibault (Profile in Excellence, *HS&EC* #2). "That's where the doubling of the cost came," he says. "I think we spent as much repairing the trunk as we did the rest of the outside of the body. You can't predict that." The repaired body received three coats of Standox primer that were blocked and sanded, and three to four coats of Standox acrylic paint, an authentic color-match for Volvo's "46" red in a modern formula. Two coats of clear sealed in a permanent shine.

The 1800S wouldn't return to the Hilles family garage until September 2012, but Tim and Joe had used the time wisely. "We did all the mechanical work ourselves. We repainted and restored the suspension with new springs, bushings and tie rod ends in front. The steering box was seeping, so we cleaned, repainted it and replaced the seals," Tim recalls. "We cleaned the engine with a pressure washer and solvent, and repainted the block with POR-15."

The 100-hp, 1,780-cc four-cylinder had more than 229,000 miles on it at that time, but the B18B's famous durability was proven when it was determined that the pistons and crank could be left untouched. Also untouched—at least initially—were the gearbox, overdrive and differential. The rusty exhaust manifold was powdercoated with a high-temperature treatment that looks like fresh metal, and a shop pressure-tested the heater core and radiator, the latter requiring a new core. The gas tank was cut open, sandblasted, welded shut and seal-coated, inside and out.

While the car wasn't missing anything, it would end up requiring a number of replacement parts, from small fasteners ("We probably used 80 percent original, 20 percent replacement stainless steel") to large pieces like the trunk floor. Don Thibault's East Sandwich, Massachusetts, shop and Mike Dudek's iRoll Motors in San Martin, California, were his sources. "Between the two of them, there wasn't a part I couldn't get, either good-used, aftermarket, or even original-equipment Volvo." Indeed, Mike Dudek's shop would later play a key role in keeping the Hilles on the road, in the middle of their summer 2015 cross-country journey.

Tim continues: "Joe was very into the restoration work early on—he loved taking the car apart. But boys that age are a little less patient with spending a half-hour polishing the oil pan before repainting it," he laughs. "As we started the reassembly, he was less excited in some ways—partly because I was saying, 'Don't do that,' or 'Be careful there.' But he still spent a lot of time in the garage. He actually enjoyed parts cleaning and buffing, using the

The Process



7 After receiving three block-sanded coats of Standox primer, the 1800 got multiple coats of the Standox formulation of Volvo's "46" red, as well as two coats of clear.



8 Tim and Joe restored the suspension assemblies in their home garage. Without a lift, the body was supported on jack stands, and those components were installed from below.



9 A new, original-style wiring harness was snaked through the body, and the dual-note horns mounted behind the grille. Fresh copper-nickel hydraulic lines were also installed.



10 Despite having more than 229,000 miles, the B18B engine did not require a rebuild. The block and oil pan got fresh paint, while the exhaust manifold would be powder-coated.



11 Joe particularly enjoyed the dashboard restoration; the chrome gauge trim was polished on a buffering wheel, while a Dremel and headlamp polish cleaned the instrument lenses.



12 The 1800 spent a day in Mike Dudek's San Martin, California, shop on the trip, where it got a replacement used differential, a new gas tank, a tire rotation and oil change.

polishing wheels on the bench grinder. He helped put the interior back in and reassembled major parts of the dash."

That beautiful P1800/1800S dashboard features many instruments and a lot of brightwork. They found that, using a Dremel tool, the polish intended for modern plastic headlamp lenses worked a treat on the milky gauge lenses, and the tarnished chrome trim polished nicely by hand. "Those pieces had some dings and dents, but we left them, as with a few other parts on the car. We wanted that patina to show that it was a 50-year-old car. It looks its age, but doesn't look worn-out," Tim says.

The restorers put a lot of thought into the upholstery selection. The car was built with a single-tone black, Jensen-style interior. They wanted to brighten it up, so they specified contrasting cream interior panels. "That was probably the only originality compromise we made on the car; since we were building it for us, we wanted to like it," he explains. Color wasn't the only change to those interior panels—an upholstery shop recommended a plastic panel-backing material that wouldn't degrade with exposure to moisture. "It made some challenges with the door clips, because the plastic was slightly thicker than stock cardboard paneling, but I don't have to worry about them dissolving like wet saltine crackers again."

The tight confines of the two-car garage made for some challenges as they worked, Tim reveals. "I hung a curtain between the two sides so not to get dirt or overspray on my wife's car, and had a cover for the Volvo, but I didn't think to use them once while I was painting some small pieces. Luckily Johnny showed me a product that took off the overspray without dulling the clearcoat. And it was a constant battle not to drop something or scratch something. I drove Joe crazy saying, 'Watch that screwdriver near the car!'" he says with a smile. "By the end of the project, there



*"It was always sort-of
a member of the family,
but now it really is."*

was no damage to the paint. We were careful and lucky."

The Hilles had set a goal of having the 1800S back on the road by May 14, 2014, exactly 51 years after it left the assembly line, which they achieved; this gave them time to sort issues, including unexpected gearbox and overdrive rebuilds. They'd also been contemplating how to commemorate the restoration, and settled on a cross-country trip that would echo one Tim's father, Tony, had taken in 1962, when he and two friends drove from Tucson, Arizona, to Seattle, Washington. Tim and Joe's three-week road trip would happen in June 2015, after Joe finished his junior year of high school and got his driver's license... the latter, exactly two weeks before they set off!

Their trip began with a visit to Hemmings HQ, but was totally unscheduled, save for attending the Telluride Bluegrass Festival in Colorado. They had some excitement in California that was alleviated at iRoll Motors: Their suddenly-porous gas tank was swapped for a new replacement, and the clunking differential traded for a good used unit. All told, the father-son duo covered almost 9,000 miles, and their trusty Volvo delivered them home safely and stylishly. Tim wrote a travel blog to share their experiences, so you can follow their adventure in detail at 1800bluehighways2015.blogspot.com.

"I'd always said I wouldn't be that guy who wished he'd kept a car. When people asked to buy it, I always said no—the \$3,000 it might have brought would be long gone, and I'd have no car, no project, no stories with my kid," Tim muses. "Joe now has a connection with it that is probably stronger than mine was, before we made the road trip. He'll never make that mistake to sell it. Joe said it himself: It was always sort-of a member of the family, but now it really is. We were able to keep this car and build another generation's connection to it, in the process." 



Safety Fast Restoration

A world-class MG restoration shop celebrates 25 years in business

BY DAVID LaCHANCE • PHOTOGRAPHY BY RICHARD LENTINELLO, AND AS CREDITED



The trophies tell the story in shorthand. Best in class at Amelia Island, best in class at the former Meadow Brook, best in class at Ault Park, Hilton Head, Keenland and the Glenmoor Gathering. The MGs that emerge from Safety Fast Restoration in Mansfield, Ohio, have an enviable track record, one that results from the shop's uncompromising approach to quality and its deep knowledge of its subject.

Safety Fast was founded in 1990 by Tom Metcalf, a lifelong MG enthusiast who transitioned from a career in information technology after a friend asked him to take on the restoration of his very tired MG TC. Since then, Tom and his crew have restored about 60 MGs, for clients from California to Long Island to Florida.

Safety Fast's philosophy is that a car should be restored to the highest standards of beauty, as well as the highest level of performance, and the shop makes no secret of its pride in how well its cars run and drive. We spoke with Tom about that philosophy, and about some of the things he's learned in his 25 years in business.

This 1934 MG PA, once used as a police car, will be finished in its original black and blue colors and police livery.

Hemmings Sports & Exotic Car: How did you get into this line of work?

Tom Metcalf: My professional background was actually in IT, but I loved driving my 1948 MG TC a lot more than managing computer systems. I also enjoyed restoring my MGs more than working. By chance, an acquaintance liked my TC and asked if I could restore his very tired one. I ended up taking about four months off work to do the TC restoration, and, fortunately, haven't had to go back to work yet. To date we have restored about 60 more British cars over the past 25 years.

HS&EC: What sorts of work do you do?

TM: Safety Fast Restoration does complete restoration work. We use a local machine shop well versed in English engines, British ICI paints to utilize original paint codes, and high quality suppliers from around the world. We have skilled craftsmen here for metal work and painting, expert mechanics, and prewar British car techies.

HS&EC: Do you have a particular specialty?

TM: We specialize in MGs, especially 1930s J2s, P-Types, F-Types, L-Types, N-Types, blown racing specials, Tickfords, postwar TCs, and even modern postwar TDs, TFs, and MGAs. We have also restored Morgans and other English cars to a high standard. We currently have five J2s, three P-Types, four N-Types, two Tickfords, two TBs, and some TDs and As, and a few Morgans in the shop.

HS&EC: How many employees are there?

TM: Typically we have five technical enthusiasts working here on site, with a few more at our dedicated metalworking and paint shop. Doing high-quality restoration work that is perfectly functional requires a different mindset than a regular mechanic working on a street car.

HS&EC: Is all of your work done to concours standards?

TM: Our work is all concours standard. When somebody asks if we will just do a "driver," my response is to ask, what part do we do to a lower level to achieve a "driver" standard? Do we do sloppy interior piping? Cheap paint? Orange peel? Cheap chrome shop (and not know the outcome)? Plastic seats rather than leather? Should we not use genuine components? If we are taking a pile of bits—which is how many of our projects arrive at the shop—why not let our crew do their best work?



"complete restoration" is very superficial, and the owner will wonder why the steering is bad or the engine doesn't run properly. Wire wheels can be made to look pretty, but what if the rims are bent and splines are worn? I've seen components installed or wired backwards, but they still look pretty.

HS&EC: You've been in business for a quarter of a century; what sorts of changes have you seen in the hobby?

TM: Craftsmen we have used in the past are past retirement age and getting out of their business. Often, there is nobody to carry on the trade, so we scramble to find new suppliers, most of whom are in England. Specialists in quality-crafted English interiors, precision chronometric instrument restoration, and honeycomb radiator restoration....

Also, I travel to England two or three times a year for autojumbles, great beer, and to see great friends. Original old parts are drying up, but the friends and beer are still great.

I travel to England two or three times a year for autojumbles, great beer, and to see great friends.

Why not take advantage of our knowledge and do it right?

HS&EC: What's the most challenging restoration that you've done?

TM: My own current project that a customer and great friend and I are doing jointly is a tough challenge. It started life as a 1934 MG N-Type Australian-bodied Airline Coupé, but was converted to a racing special in New Zealand in 1955. The entire original Airline Coupé body was destroyed, along with all the little specialty components inside and out. I currently have a body tub being built in England, which is testing my patience, but he is also doing a P-Type body tub, which is similar enough to produce our N-Type tub beside it. Besides the wood frame and aluminum skin, there's the crank-out windscreen, sliding sunroof, door hinges, and door window frames to figure out yet.

The chassis frame was beautifully straight and rust-free, but had exactly 201 holes that needed to be welded shut prior

to painting. I have collected many of the unique Airline Coupé bits. It will be finished in its original duo-red and should be a real stunner when completed. Of the three other remaining N-Type Airlines, two are in Europe and one resides in St. Louis.

HS&EC: What are the challenges that you face in business?

TM: Taxes, higher material costs from suppliers, and a shrinking pool of specialists able to provide quality products and components.

HS&EC: What's the most frustrating problem you face?

TM: When a new customer asks us to go over his car which he just had restored someplace else. Sorting out somebody else's mess can be a real headache, and while I hate to turn away old-car people (future friends), it can get very expensive to go backwards to get problems straightened out when they should have been corrected in the initial process. Oftentimes a

HS&EC: What trends are you seeing?

TM: Current trend is auctions, auctions, and more auctions. Premium cars bring premium prices.

HS&EC: What's the best piece of advice you can offer to someone who wants to have their car restored?

TM: One, get to know the owner of the business. He or she should love your car as much as you, the owner of the car, do. Are the shop guys real car guys or body shop flunkies? Are they all professional? Two, enjoy the process and be involved. To do it properly is expensive. Accept that. You only want to do each car once. And three, stick with original colors, and to me it's even better to stick with the colors that came on your car. This is restoration work, not custom. ☺



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Q: I am considering purchasing a 1990 Jaguar XJS V-12 from a friend's relative for a reasonable price. The car runs well, is in good shape with 71K miles, and has a regular service history, although the A/C is not working and it needs some paint. I'm a longtime Jag owner who currently owns a 2006 XKR convertible, and have always liked the XJS look and feel. A local mechanic who works on older Jags told me, "Don't buy it"—too many problems finding parts and a lot of problems with the V-12.

I have spent some time online looking at Jag owners' clubs, and it sounds as if the V-12 is not a bad engine if one is conscientious about changing the Marelli cap and rotor once a year and maintaining the cooling system properly. I would appreciate your views on this—what do you think about the XJS from the standpoint of 1) mechanics, maintenance and cost, and 2) collectibility?

Robert C. Leslie
Houston, Texas

A: Robert, you're going to get me in trouble with a lot of the Jag enthusiasts, but I'm going to have to side with your mechanic. Now that that's out in the open, you don't say how

much your friend's relatives are going to sell it for. If it's cheap enough, then it might be a good way to own an XJS and come out on the other side, without much damage.

The first thing you'll need is to get the A/C fixed for those mild Houston summers. If it hasn't been done already, it needs to be converted to R-134a. This involves replacing the compressor lubricating oil with one that's compatible with R-134a, and replacing the compressor's input shaft seal.

The mileage is pretty low, so if the maintenance has been properly done, you might get lucky and have a relatively trouble-free experience. If not, then you can say you've owned a V-12 Jag—which brings me to your question on collectibility. I don't recommend that anyone buy something on speculation. Buy what makes your heart beat a little faster when you look at it in the garage or take it out on your favorite back road.

The last thing I'll suggest, and here is where the purists start spitting out their Young's Double Chocolate Stout, if you want good old Detroit reliability, swap out that V-12 with a modern GM crate engine. This is a pretty common way to keep those older Jags alive—but, I'll admit, it does take away from the sound and experience.



Q: Apparently, Miatas sold in Asia, Australia and Europe were equipped with Recaro seats as OEM (not sure if standard or as an option, or for what years this occurred or if it is still happening). I would like to install these in my 2006 MX-5 Miata, but there's nothing on the Recaro website but an acknowledgement that this information is true.

I have contacted the two local Recaro distributorships (one in Northern New Jersey and the other in Central New Jersey); they claim that they do not know of any Recaro seat that will fit the MX-5 and seem totally uninterested in pursuing the matter. I don't want racing seats, but regular passenger seats that I hope will provide more comfort for longer trips and more lateral and thigh support than the standard seats. While I'm familiar with Recaro, I am not averse to



other brands (if I knew their names) that could provide what I am seeking.

Rob Wanderer
Montgomeryville, Pennsylvania

A: Mazda has had a long-standing relationship with Recaro on a few of its sports cars. In the U.S., you could buy the RX-8 with factory-installed Recaros, and, as you

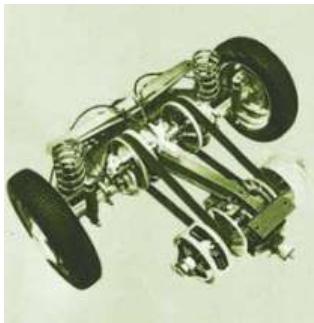
already know, the MX-5 came with them in other markets except ours.

I inquired with one of my Mazda contacts, and one of the reasons it wasn't offered here was the cost of certification, (i.e., crash testing), and the added cost of what Mazda has always intended the MX-5 to be, an inexpensive, no-frills, two-seat roadster. I believe 2006 was the first year that Mazda offered side-impact airbags on the MX-5.

If you do find a pair of seats overseas, you will most likely have compatibility issues with the airbags. One alternative is to find a good auto upholstery shop and see what they can do to modify your current seats. They can replace the foam in the seats, reshape them to fit you better, and cover them in whatever material you like.

Q: I just acquired a 1968 DAF 33 from a family member in Holland, and am getting to know how this quirky little car operates. I've been told I should never start the engine with the transmission in neutral, but no one can tell me a believable reason why. I'm currently living in northern England, so I'd like to enjoy it while I'm here and then decide if I'm going to send it home to the States.

Bart Jones
Via email



A: Bart, I think you might be a candidate for the most unusual car question this year. DAF was started in Holland by the Van Doorne brothers in the early 1930s to make commercial trailers; in the late '40s they started making trucks to pull those trailers. Car production started in 1958 and continued through 1975, when the company was sold to Volvo, where they continue to build commercial trucks.

DAF is generally known as the first car manufacturer to develop the continuously variable transmission, called the Variomatic. Your 33 uses a 748-cc boxer twin with a centrifugal clutch that separates the engine from the "transmission." This centrifugal clutch is why you're told never to start the engine in neutral. I think if you're not going to drive the car, then starting it in neutral is okay. You'll prob-

ably hear some odd noises under the hood, but that's okay, too.

Now, if you're going to drive the car with the engine running at anything above idle, then you better start it in gear or you're going to do some serious damage. The drivetrain can be very fragile, and it won't like being dropped into gear like this. If you look at the back of the engine, you'll see the clutch. When the engine is at operating temperature, you want to adjust the idle so the clutch completely stops turning. This will allow you to shift from drive to reverse without stopping the engine.

One of the interesting things about the drivetrain is that you can drive just as fast in reverse as you can in drive. This might give you good incentive to finally learn those Jim Rockford J-turns you've been dreaming about.

Q: The clutch master cylinder on my 1967 Sunbeam Alpine Series V oozes fluid out the vent hole in the plastic cap when I pump the pedal. I've tried so much: new cap, new cap gasket, eventually a new master cylinder... no change! The pedal on the Alpine is somewhat adjustable; I adjusted it for a shorter pedal stroke. The slave cylinder on Alpines can be mistakenly mounted on the wrong side of the bell housing flange, so I corrected that. The slave cylinders are often mounted upside-down with the bleed screw on the bottom; I corrected that, too. Still, it squirts a little fluid through the vent. I have to bring extra fluid along on trips to make

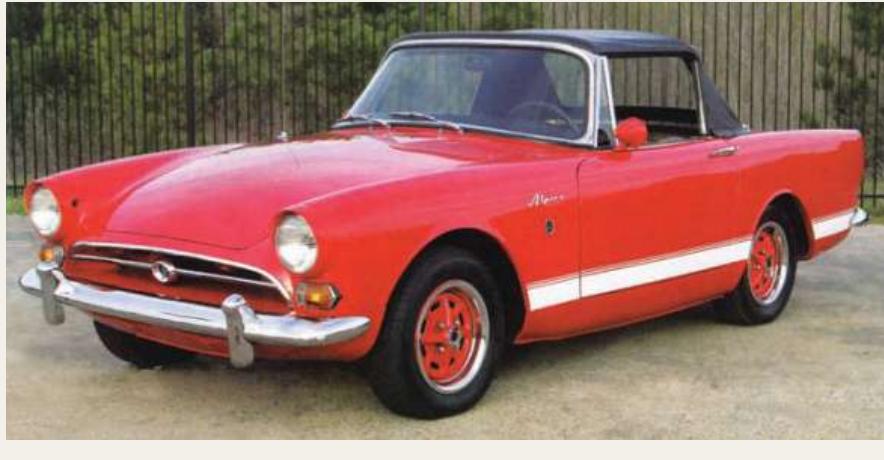
sure I don't run dry. I'd appreciate your thoughts on this frustrating situation.

Todd Ziebell
Waupun, Wisconsin

A: That's an odd one, Todd. As you probably know, when you push the clutch pedal down, a small amount of brake fluid will squirt up from the bottom of the reservoir. As the piston travels inside its bore, it begins pushing brake fluid towards the slave cylinder. At the beginning of its stroke, it has to travel past the opening that allows brake fluid from the reservoir into the bore. This is what causes the fluid to squirt.

My first question is, how full are you

filling the reservoir? You have to be careful on the initial fill because the rubber bellows will displace some of the fluid and cause it to be over-full. That initial squirt of fluid is actually filling the reservoir just a little, so if it's already maxed out, it has to go somewhere, which is out the vent. I usually fill the reservoir one-half to two-thirds full without the cap. Good luck, and let us know what you find.



Questions for Tony? Send an email to ask_tony@hotmail.com. Or, if you live in a cave and don't have access to a computer, write a letter to Ask Tony, c/o Hemmings Sports & Exotic Car, P.O. Box 904, Bennington, Vermont 05201.

Wilmot-Breeden

From Calormeters to bumpers, ashtrays and hubcaps, the Birmingham company's fortunes rose—and fell—with the rest of the British motor industry

BY TERRY SHEA • IMAGES COURTESY OF GRACES GUIDE U.K.

The name Wilmot-Breeden may not be on the tip of the tongue of every British car fan, but perhaps it should be, as the firm was a major supplier of many parts to many players in the industry.

Carl Breeden, born in 1891 in Birmingham and said to be a somewhat notable cricket player as a young man (feed us all of the baseball stats you want—we'll make sense of them; we simply have no way of figuring out wickets and bowlers and the like in the game that preceded it, so we'll have to trust the U.K. historians on this matter), joined the Wilmot company in the early 1920s. Makers of a radiator-topping temperature gauge called the Calometer, Wilmot employed around 200 people at the time. By 1927, Breeden had worked his way up to become a partner, and the company was renamed Wilmot-Breeden. By then, the product had also been renamed Calometer, apparently at the request of the Autovac company, whose gas gauge was named Galometer.

With the burgeoning auto industry in the Birmingham area, Wilmot-Breeden added many other components to its product line, perhaps most notably bumpers. Showing the depth of its involvement in the industry, a 1932 advertisement lists Wilmot bumpers for Armstrong Siddeley, Austin, Humber, Jowett, Morris Minor, Riley, Rover, Singer, Standard, Sunbeam and Triumph automobiles. The ad mentions not only the Birmingham headquarters, but also locations in London, Dublin, Belfast and Manchester.

But bumpers and Calometers were hardly Wilmot-Breeden's complete line of products. The company also supplied window regulators, luggage and roof racks, ashtrays, hubcaps and full wheel covers, door handles, steering and ignition locks, as well as various switches. And many British carmakers used at least one line of Wilmot-Breeden products, if not many of them. The company also established product lines for the rail and aircraft industries

during this time as well.

During World War II, like so many British companies, Wilmot-Breeden stepped up to assist in the war effort. With private automobile parts completely non-essential, Wilmot produced wings for the Supermarine Spitfire, Britain's primary single-seat fighter during the war and the British plane produced in the greatest numbers.

As the British motor industry rebounded in the years following World War II, Wilmot-Breeden's fortunes followed. The company went public in 1949, ostensibly to assist in the acquisition of other companies such as the Accessory Development company, which manufactured metal products. Carl Breeden died in 1951 at age 60, leaving control of his company to two of his sons, Miles and David, who would continue to run the firm for some time. By 1952, the company reached employment of 5,000 people. Wilmot-Breeden had offices, factories, warehouses and other facilities throughout the Birmingham area.

Even as the company grew its interest in the aircraft business, it added hydraulics to its line of products with the purchase of Telehoist in 1955. Wilmot also acquired the Ferrograph Company in 1958, adding audio electronics—including amplifiers, tuners and loudspeakers—to its line.

A 1961 listing of company product lines included not only automobile components, but also gas turbine components for aircraft and stationary engines, hydraulics, home appliances, air-conditioning equipment and various other industrial lines. By the dawn of the Sixties, Wilmot-Breeden had more than 9,000 people on the payroll.

By the mid-1970s, with British industry in free fall from a massive loss of market share and labor strife, Wilmot-Breeden itself was on the ropes. At the behest of Britain's National Enterprise Board, a governmental



body set up by the Labor Party government to either nationalize industry or invest directly in it, Wilmot sold Ferrograph to pay for other operations. Unfortunately, that half-million pounds only went so far, as the entire Wilmot-Breeden itself was absorbed by the American conglomerate Rockwell International in 1979.

After acquisition by Rockwell, Wilmot-Breeden was folded into various corporate entities that continue in the automotive business today as part of the Michigan-based Inteva Corporation, itself part of a larger holding company based with New York Investors.

Owners of British cars may recognize the name Wilmot-Breeden on various parts, or they may even recognize the names of various subsidiary companies that were once part of one of the largest suppliers to the country's auto industry. Union-branded keys come to mind as just one of the many components and brand names that once flew under the umbrella of Wilmot-Breeden. ■



BIG WHEELS KEEP ON TURNING» Braid Wheels has expanded its BZ line, adding a set of 17-inch wheels for all Porsches with a 5 x 130 mm bolt pattern. The wheels allow perfect clearance for many big brake kits, while also providing wider access to readily available performance tire sizes. The range of widths and offsets will fit everything from stock SCs or 3.2 Carreras all the way up to the wildly modified 930s and RSR-fender wide-body cars. The wheels do not require spacers, have the correct ball-seat lug holes, and are engineered to have the perfect balance of weight, strength and rigidity. Cost: \$3,412 and up (set of four). **Contact:** Braid Wheels, 248-419-2891, www.braidsusa.com



TOOL TALK» GearWrench announces the addition of a new 120XP Universal Spline XL Ratcheting Wrench set. This four-piece metric set features double-stacked pawls that deliver 120 positions and a three-degree swing arc. They have narrow ratchet-end width and thickness, allowing you to reach fasteners in tight clearance situations. The universal design will allow you to work on several different style fasteners, including: spline, 12-point, six-point, e-torx, square and rounded six-point. The bright chrome finish and highly visible recessed color markings make it easy to identify which wrench you need. Other sets are available, too. Visit GearWrench's website for more information. Cost: \$161. **Contact:** GearWrench, 800-621-8814, www.gearwrench.com

TIRE TREATMENT»



Correct tire pressure is often overlooked, but is a critical aspect for every kind of driving, especially at the track. To make sure you get the perfect traction, ride and handling out of your tires, Summit offers a range of Auto Meter gauges that will fit your needs. The gauges feature a mechanical pressure release valve that retains the last measurement until pressed, plus a large 2.25-inch dial with rubber shock boot to prevent erratic readings. The gauge will hold up to the rigors of the track, using solid-state electronics with signal conditioning circuitry for temperature and calibration compensation for precise readings within a quarter of a percent. Available in 0-40, 0-60 and 0-100 psi versions, the gauge uses a nine-volt battery, and features a power-down mode to conserve battery life. The 24-inch-long steel braided hose with swivel chuck will ensure easy operation and use. Cost: \$29 (0-60 psi).

Contact: Summit Racing Equipment, 800-230-3030, www.summitracing.com



JAGUAR STEERING WHEELS» Welsh Enterprises, a specialist in Jaguar parts and accessories, now offers an all-new E-type 16-inch steering wheel with a wood rim and aluminum center spokes. The wheel is made to original size specifications, and will fit all six-cylinder E-types from 1961-'70. The center spokes are in matte aluminum or chrome finish. Welsh has other steering components available, so be sure to visit their site for a complete listing of parts. Cost: \$325.

Contact: Welsh Enterprises, 800-875-5247, www.welshent.com



¹⁹⁷⁶⁻¹⁹⁸⁵
Mercedes-Benz W123





The much-loved, once-popular bargain-priced luxury sedan/coupe/wagon may be experiencing a renaissance



WORDS AND PHOTOGRAPHY BY JEFF KOCH

Nobody goes there anymore. It's too crowded." —Yogi Berra

Much as the Yankee catcher's famous "Yogiism" encompasses the idea of popularity keeping people away, the idea of a ubiquitous luxury car seems equally oxymoronic. Still, if ever a luxury car fit Yogi's philosophy, it was the W123 Mercedes-Benz family. Launched as a four-door sedan in early 1976, with a slick coupe on a slightly shortened platform for 1978, and Mercedes's first production wagon for North America starting in 1981, Mercedes built nearly 2.7 million W123s in the chassis' decade of production.

When it launched in January 1976, the W123 was very much seen as a continuation of the successful W114/W115 line of mid-sized Mercedes sedans. Clean lines (some say timeless, some say anonymous, but none can deny that they say Mercedes) were credited variously to Friedrich Geiger and Bruno Sacco. Naming conventions followed Mercedes tradition: The engine displacement first (i.e., 240, 280, 300) followed by body style (nothing for the sedan, C for Coupe, and T for the Touring, or wagon) and engine (E for gasoline fuel injection, D for diesel). Changes made for the American market, beyond the expected luxury upgrades and a streamlining of powertrain options, included 5-MPH bumpers, sealed-beam headlamps, emissions controls as dictated by engine choice, and a visible VIN attached to the A-pillar.

The pillarless hardtop coupe launched in the spring of 1976, landing stateside for the 1978 model year; it rode a 3.3-inch-shorter wheelbase than the sedan, and arrived in the U.S. with a choice of gas six or diesel five power, the latter with a turbocharger starting in 1980. (The CE model received the 2.8-liter gas six, while the CD had the five-cylinder, three-liter diesel.) The wagon version launched in 1980 with a naturally aspirated diesel engine; this was replaced by the turbodiesel starting in 1981. Sedan, coupe and wagon were sold in the U.S. clear through 1985.

Gasoline and diesel W123s, in a bewildering array of four-, five- and six-cylinder models, were available throughout the W123's life, but it was the line of diesel models that got the bulk of the W123's American sales and media atten-

Timeline

- 1976** Launch of the W123 generation. Base price of a 300D: \$14,057
- 1977** Base price of a 300D: \$16,590
- 1978** Coupe model of the W123 launches in the States. Base price of a 300D: \$19,180
- 1979** Base 230 sedan with four-cylinder gas engine discontinued. Base price of a 300D: \$21,497
- 1980** The 300TD, the first production Mercedes station wagon to reach American shores, is launched. Base price of a 300D: \$24,536
- 1981** The turbodiesel engine, previously available in the S-Class, makes its way to the W123. Anti-lock brakes now available. Four-speed automatic transmission now available. Base price of a 300D: \$25,640
- 1982** The W123 is now only available with diesel power. Driver's-side airbag now available. Base price of a 300D-T: \$29,698
- 1983** The first year that a 240D doesn't jump more than \$1,000 year-to-year. Base price of a 300D-T: \$30,973
- 1984** Diesel models in America are required by law to wear a catalytic converter. Base price of a 300D-T: \$31,940
- 1985** Base price of a 300D-T: unchanged from 1984
- 1986** Production ceases in January, with 2,696,915 W123 models built. It is superseded by the W124, aka the first E-Class.



ENGINE» The early 230 demands a timing chain replacement between 30,000 and 50,000 miles; a warning sign is the timing chain slapping the inside of the timing cover. The 240D is terribly slow; the five-cylinder 300D is marginally quicker, and after 1981 will have the turbocharged engine. Either diesel engine can be adapted to run on either biodiesel or pure vegetable oil, in case you don't fancy filling up at the Flying J. Common leak points are the cam cover, oil pan and braided fuel return lines. Check all of the diesel injection system's hoses; they shouldn't leak, and are easy to replace if they do, but any leaking of fuel could point to bigger issues. Some play in the linkage between the go-pedal and the injection system is normal, but excess play could warrant a closer look. The glow-plug light should light for ten seconds, then go out. All diesels will smoke, but white, black or blue smoke indicates trouble. Oil should be changed every 5,000 miles or less.



Recent Ads

1978 Mercedes-Benz 300CD Brown metallic, Saddle MB-Tex interior, sunroof. Automatic. Major 2010 restoration with MB Classic restoration parts. Drives as new. \$14,900 obo.

1980 Mercedes-Benz 300TD Orange with tan leather interior. Automatic, 173,000 miles. Runs and drives great, and the interior is in good condition. \$6,500 obo.

1984 Mercedes-Benz 300D Blue with blue interior, sunroof, 76,000 original miles. Last registered in 2011. Minor rust on body. Clean Carfax. \$8,950.

Source: Ads courtesy Hemmings.com

BODY» Later cars were better rustproofed than earlier models, but no matter the year, check the jacking points, wheel arches, door bottoms, around the front and rear glass, and rocker panels (both outer and inner, even if you have to lift the carpet to check). Undercoating designed to resist corrosion can instead seal moisture in. The battery tray is susceptible to rot, as is the steel underneath it; this is where the front anti-roll bar attaches, so make sure it's clean. Make sure that the body drainage tubes and holes are clear: They are located in the hood-hinge pockets and in the sunroof. Door and window seals can crack and fail over time; luckily, replacements are available.



INTERIOR » American-spec Mercedes were offered in either vinyl MB-Tex or leather; MB-Tex interiors are very durable. W123 seats are generally regarded as supportive, but if the seat bottom springs are worn out (which is possible in higher-mileage examples) you'll sit lower and the lumbar adjustments will hit you wrong. Instrumentation issues on this era of Mercedes are common: make sure you push all the buttons to make sure that the accessories work, and drive it to make sure that the speedo, odo and tach are working. Additionally, dash lights occasionally fail, which can be hard to see if you're test-driving in daylight. A slow sunroof may just need its tracks greased.



ALSO CHECK » An undersized battery makes things tough for the starter on diesels. Vacuum controls plenty of functions, like door locks; cars from warmer climes may have issues with tough-to-find vacuum leaks. Both shift timing and firmness on automatics are vacuum-controlled and easily modulated. Wandery steering is common, and can usually be adjusted; replacing a steering box isn't cheap. Suspension bushings are cheap to buy, but a bear to install. The W123's naturally compliant ride can hide worn shocks, and coil springs can crack or sag. Rear axles growl if they need replacement. Rear control arms are prone to rust where the shock sits. Cast a wary eye on a TD's sagging rear suspension: The self-leveling feature can be pricey to repair. Finally, does the W123 you're looking at seem tired? It might well be... and unless you're looking for a project, there's bound to be a less-used one around the corner.

Production*

1976-'80 230	.....	195,920
1976-'85 240D	.....	448,986
1975-'85 280E	.....	126,004
1977-'85 280CE	.....	32,138
1976-'85 300D	.....	324,718
1977-'81 300CD	.....	7,502
1978-'86 300TD	.....	36,874
1981-'85 300CD Turbodiesel	.....	8,007
1981-'85 300TD Turbodiesel	.....	28,219

*Worldwide. Not all models available in the U.S. for all years listed. Source: Daimler Benz

Price Guide

	Low	Average	High
1976-1985 coupe	\$6,000	\$10,000	\$13,500
1979-1985 sedan	\$5,000	\$9,000	\$11,500
1980-1985 wagon	\$6,000	\$11,000	\$16,500

Parts Prices

Armrest cover	.....	\$95
Auxiliary fan assembly	.....	\$460
Axle shaft assembly	.....	\$545
Brake booster	.....	\$650
Brake caliper (front)	.....	\$310
Brake caliper (rear)	.....	\$355
Brake disc (aftermarket)	.....	\$30
Control arm (upper)	.....	\$160
Dash cover (Coverlay)	.....	\$135
Door moldings	.....	\$75/each
Door seals	.....	\$280/each
Grille assembly	.....	\$730
Head gasket set	.....	\$85-\$230
Hood star	.....	\$56

A Pro's Advice

The 123-series cars are the finest engineered of the 20th century – they've lived and survived, and that's the proof of it. It is an absolutely superb piece of engineering, and there isn't anything like it. I see the 123-series cars as design icons of the 20th century. The market for the best cars is very strong; it's popular with architects, filmmakers, fashion photographers – they all like the style now. Nothing wrong with that; it's a very stylish car. **-Mark Cosovich**

Specifications

Engines M115 OHC inline-four/OM616 OHC inline-four diesel/M110 DOHC inline-six/OM617 OHC inline-five turbo diesel
Displacement 2,307 cc/2,402 cc/2,746 cc/2,998 cc **Horsepower** 86 @ 4,600 RPM/67 @ 4,000/142 @ 5,750/125 @ 4,350
Torque, lb.ft 116 @ 3,000 RPM/97 @ 2,400/149 @ 4,600/184 @ 2,400 **Fuel system** Stromberg 175 CD (M115), Bosch fuel injection (all others) **Transmissions** three- and four-speed automatic; four-speed manual **Suspension** front, all-independent; coil springs, double-wishbone A-arms, double-acting telescoping shock absorbers, anti-roll bar; rear: coil springs, diagonal semi-trailing arms, double-acting telescoping shock absorbers, automatic self-leveling system (wagon only), anti-roll bar **Steering** Recirculating ball, hydraulic power assist, 3.2 turns lock-to-lock **Brakes** four-wheel-disc, hydraulic power assist, optional anti-lock from August 1980 **Wheelbase** 110 inches (Coupe: 106.7 inches) **Length** 186 inches (Coupe: 182.7 inches) **Width** 70.3 inches **Height** 54.9 inches **Shipping weight** 3,070-3,405 pounds **0-62 MPH** 15 seconds (300TD) **Top speed** 103 MPH (300TD)

Alternatives



1972-80 BMW 530i/528i (E12)

Price now: \$3,000-\$7,000 **Pros:** Sporting character, good chance of finding a stick, lighter than a W123 **Cons:** Harder to find (only a quarter as many made as W123), the thermal reactor/cracked cylinder head issue, no five-speed until 1980



1975-93 VOLVO 240-SERIES

Price now: \$3,000-\$9,000 **Pros:** Robust, reliable, safe, later models have more options, more 240s than W123s built **Cons:** Frumpy image, mostly frumpy performance, probably an automatic



Viewpoint

Mercedes-Benz W123 series sedans, coupes, and wagons are very well built, but their reputation for reliability is often exaggerated by sellers. These cars are rugged enough to run thousands of miles if they're well maintained, but a high-mileage example that has been neglected can wind up costing you a lot of money. Parts availability is really excellent, whether from a Mercedes-Benz dealer or the local auto parts store, but you can quickly spend more on parts and repairs than one of these cars is worth. Buy the best car you can find. Paying more for a clean, well-maintained (preferably dealer-serviced) W123 will pay dividends in your enjoyment over the long haul. —**Mike McNessor**

tion. (The early-days four-cylinder 2.3-liter gas engine was quickly dropped here.) Mercedes pioneered the use of diesel-powered engines in passenger cars back in the 1930s, and with the second OPEC crisis, interest in better fuel mileage—whatever the cost—gained interest and momentum. Soon, Mercedes was selling more diesel models than gas here in the States, and by 1982, the W123 was powered exclusively by diesel engines.

Specification improved as pricing rose: Later cars had anti-lock four-wheel-disc brakes, driver's-side airbag, power locks, air conditioning and sunroof. Other comfort and convenience options were increasingly common as the years wore on. Also common was the turbodiesel engine, which came to the W123 series in 1980. The Garrett turbocharger took the edge off the diesel powerplant's legendary sluggishness, boosting output by 53 horsepower, or a whopping 61 percent. This dropped 0-60 times into the 15-second range, a far cry from the 21-second slog it had taken without the blower. Models built for the 1984 model year and later were forced to wear catalytic converters.

In Europe, where fuel costs routinely double or triple what we see in the States, diesel-powered W123s were popular taxicabs: cheap and durable if maintained properly, and roomy and comfortable for passengers, which only added to Mercedes's considerable legend of reliability, durability and comfort. Sales topped 200,000 units in Germany in 1979, the third German car ever to do so behind the VW Beetle and Golf. In the States, the W123 was festooned with every conceivable option: six-cylinder engines, automatic transmissions, wood trim, optional leather seating, sunroof, cruise control. And even with all of the fancy accoutrements, it was still designed to be your last-ever car, if you wanted or needed it to be—something to last you into the next century, back when that was a thing.

As such, the W123 series was not cheap in America: basic 230 gas and 240D diesel sedans had sticker prices just under \$11,000 in 1976, and by the time the door closed on the W123 generation in 1985, the base price for a sedan had tripled, with coupe and wagon variants stickering for no less than \$35,000.

Today, three decades after the W123's demise, both the coupes and the wag-



ons are cult cars. The wagon saw fewer than 200,000 examples built worldwide, with coupes even more rare—less than 100,000 built over the decade, meaning that coupes make up less than four percent of all W123s built. The 300CD coupe pictured here, a U.S.-market exclusive, was able to help Mercedes with its Corporate Average Fuel Economy (CAFE) goals: CAFE set at 27.5 MPG by 1985—but rather than calculating the mileage on each unit sold, CAFE allowed manufacturers to simply average fuel consumption for all models. A slow-selling coupe would have equal weight in the calculations, and another diesel model would help boost Mercedes's CAFE numbers into an acceptable range. Mix in the relatively rare manual-transmission versions and the availability (and tweakability) of the turbodiesel versions, which have had their proponents for decades, and the coupes and wagons stand out as the odds-on favorites for W123 collectibles in the future.

Enough W123s were around in their day that plenty of people have memories of them, stoking the fires of nostalgia for mil-

lions; they were of sufficient quality that plenty remain today. Yet collectors aren't snapping them up: You can find well-maintained, decent-driver sedans under 10 grand without much effort. It's generally worth the wait to find just the right one to come along than to buy one cheap and start wrenching—as is usually the case for relatively inexpensive, relatively plentiful cars that are hard to swap out for stocks or real estate. The old adage of, "There's no car as expensive as a cheap Mercedes" will apply here: Intricate systems, while durable, can crumble through years of neglect. Luckily, with well over two and a half million built, spare parts aren't tough to come by, and the W123 is relatively simple to work on.

Today, the W123's ubiquity—even 30 years on—makes it an intriguing vintage-car buy. The nicest low-mileage W123 should run you \$15,000—less than half the initial asking price—with sedans running far cheaper. That means it's a ground-floor opportunity. Or, as Yogi might say, "Nobody buys them anymore. There's too many of 'em around." ☀

Specialists

Mercedes-Benz Classic Center

Irvine, California

866-MB-CLASSIC

www.mbusa.com/classic

Bud's Benz

Douglasville, Georgia

800-942-8444

Adsit

800-521-7656

www.adsitco.com

Martinito Motors

305-751-4741

www.martinito-motors.com

IPCO

Lilburn, Georgia

800-635-8590

ipco-inc.com

Reinvent The Wheel

541-952-BENZ

www.dieselmercedes.com

Eckler's MBZ Parts

Titusville, Florida

888-843-2822

EcklersMBZparts.com/hmn

K&K Manufacturing

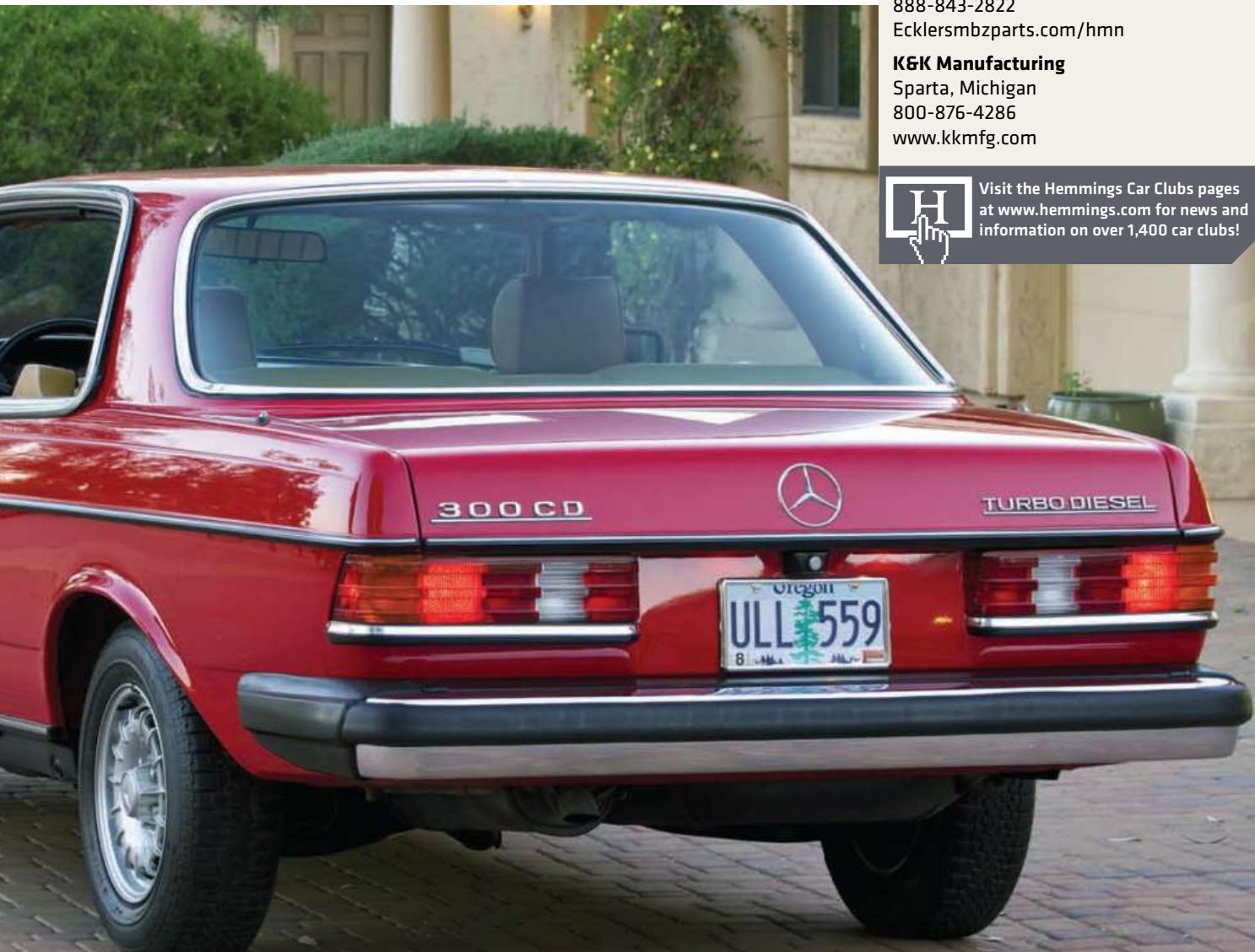
Sparta, Michigan

800-876-4286

www.kkmfg.com



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information on over 1,400 car clubs!





Bonhams at Greenwich

The eighth annual auction on the Concours grounds is one in a string of successes

WORDS AND PHOTOGRAPHY BY TERRY SHEA

Bonhams continued its string of strong showings at its annual sale that coincides with the Greenwich Concours. Though the final tally this year of \$6.7 million failed to top 2014's record of \$7.8 million for the event, the average sale of \$83,267 for the 95 sold lots represented an increase over last year's \$81,177 per car sold. Likewise, since Bonhams took over the sale from Christies with the 2008 event, sales have grown from \$2.6 million to today's levels and the sell-through rate has risen from 55 percent to 87 percent.

Topping this year's sale, as expected, was a 1938 Bugatti Type 57C Stelvio that yielded \$1,595,000, a figure that dwarfed the second-highest result, a 1973 Porsche 911 Carrera RS 2.7 at \$594,000—a figure some consider below market, but also a number that may show some stabilization in what had been a red-hot segment in recent years. A 1939 Delahaye 135M Competition Convertible Coupe garnered

\$297,000 when it crossed the block, followed by a pair of prewar Jaguar projects needing extensive work: a 1938 SS100 2½-liter for \$215,000 and a 1935 SS90 for \$214,500. Overall, six of the top seven sales were European sports cars.

But Bonhams never seems to disappoint in offering plenty of cars for the hobbyist who may not be of the means to splurge on a six- (or seven-) figure car. For example, a 1967 Alfa Romeo Duetto Spider sold for \$25,300, and a 1964 Mercedes-Benz 220 SB sedan yielded the seller \$24,200 when it crossed the block. For \$12,100, you could have had the choice of a 1979 Porsche 928 or an Austin A35 Van (see page 88).

Upcoming Bonhams sales in the U.S. include Preserving the Automobile at Philadelphia's Simeone Museum on October 5 and The Scottsdale Auction on January 28, 2016. All sale prices shown include buyer's premium of 10 percent.

By the Numbers

Date May 31, 2015

Total sales \$6.7 million

Sell-through 109 lots; 87%

Average sale \$83,267

Top sales 1938 Bugatti Type 57C Stelvio; \$1,595,000

UPCOMING AUCTIONS

October 5 Philadelphia, Pennsylvania

October 30 London, U.K.

December 6 London, U.K.

FOR MORE INFORMATION

Bonhams, 212-644-9001

www.bonhams.com

Condition #1=Excellent; #2=Very Good;

#3=Average; #4=Poor; #5=Major Project

Reserve Minimum price owner will accept

Top Bid The highest offer made

Selling Price What the vehicle sold for

Avg. Selling Price Average market value of vehicles in similar condition



VELAM

Year: 1956
Model: Isetta
Condition: Restored/#3-
Reserve: None

Selling Price:
\$13,200
Avg. Selling Price:
\$23,500 (BMW)

Developed by the Italians and popularized by the Germans, the Isetta was made by several companies throughout the world, including in France. Short for Véhicule Léger à Moteur (light vehicle with motor), Velam, from 1955 through 1957, produced just 7,155 cars—a tiny fraction compared to the 161,000-plus Isettas built by BMW. This particular example showed a rather worn appearance from what appeared to have been a bare-bones restoration from some years back, including tired paint with some orange peel, a dirty interior, dry-rotting gaskets and plastic windows polished to a blur. However, the buyer got an extremely rare car at what appeared to be a song, particularly compared to current BMW Isetta pricing.



MAZDA

Year: 1968
Model: 110S Cosmo Sport
Condition: Refurbished/#3+
Reserve: Undisclosed

Top Bid:
\$115,000/not sold
Avg. Selling Price:
\$124,000

All Cosmos were painted white, and while this recent orange repaint seemed to fit the car okay, the finish was not of the highest quality and, of course, authenticity was lost—if that's your thing. Pitted chrome on the JDM-style fender-mounted mirrors didn't help it either. But, given the car's history as one used on historic tours, recent work to the carburetors, the twin-rotor engine and the brakes will eventually serve its next owner well. With a rather sharp, largely original interior (save for massive Pioneer speakers on the rear shelf and a modern Sony head unit) and new lenses on the headlamps, this car still showed lots of potential. The bidding seemed about right for a Cosmo in this condition.



JAGUAR

Year: 1950
Model: Mark V DHC
Condition: Restored/#2-
Reserve: None

Selling Price:
\$77,000
Avg. Selling Price:
\$85,000

A driver's car for not-insane money, this Mark V drophead seemed priced just about right, more or less straddling the book value between condition #2 and #3 cars. With the larger 3.5-liter pushrod engine, it also looked to be ready for touring. With its older restoration that was holding up fairly well, this Jaguar seemed to be the sort of car that would likely do very well at a local show, despite some minor pitting in some of the brightwork and several signs of use. Slightly over a thousand Mark V DHCs were made, so they are more rare than even the XK120. We see this as a fair deal for the buyer and the seller.



MG

Year: 1957
Model: MGA roadster
Condition: Restored and Modified/#3+

Reserve: None
Selling Price: \$24,750
Avg. Selling Price:
\$22,000

As the auction catalog write-up reminded us, the MGA was “arguably the best-looking MG model produced.” In this case, a previous owner took a few liberties on improving this particular example, most notably in replacing the Old English White finish with silver and installing an MGB 1.8-liter engine in place of the original 1.6-liter. The silver exterior over black-with-red-piping interior clearly worked well, however, and the car seemed to be ready for driving duty with a modern sound system. The price seemed fair compared to the book value, given some cracks in the less-than-perfect paint and the modifications, or at least certainly not out of whack for what should be a quick MGA.



BMW

Year: 1996
Model: Z3 James Bond Edition
Condition: Original/#1-
Reserve: None

Selling Price:
\$24,200
Avg. Selling Price:
\$5,050

First year BMW Z3 roadsters made do with a 138-hp 1.9-liter four-cylinder engine. Nice driver examples retail for a little over \$5,000. But BMW launched the retro roadster with a massive product-placement move in the James Bond reboot *GoldenEye* in the fall of 1995 and followed it up by offering the first 100 cars, James Bond Editions, no less, through the Nieman Marcus Christmas catalog. This is one of those rare Bond cars and, in this case, with just 5,700 miles on the odometer, it was virtually right off the showroom floor. Time will tell if the premium paid was worth it, because that extra coin means the new owner probably will not drive it much.



ALLARD

Year: 1954
Model: K3
Condition: Restored/#2-
Reserve: None

Selling Price:
\$88,000
Avg. Selling Price:
\$160,000

No Allard was produced in abundance and with just 62 made, any K3 is a rare bird. This example looked to have been restored a few years ago and then driven a bit, its only demerits being some wear and tear. While all Allards, and thus K3s (and many other collector cars, of course) have spiked in recent years, this car seemed to slide under the radar at Greenwich, selling well below the low end of Bonhams's \$120,000 to \$150,000 estimate—a not unrealistic range. With its rugged and reliable Cadillac V-8 and automatic transmission, along with its Allard pedigree, it could be the best of both worlds if its new buyer is interested in putting miles on it. We say this one was well bought.



TRIUMPH

Year: 1949 **Selling Price:** \$18,700
Model: 2000 Roadster **Avg. Selling Price:** \$19,500
Condition: Refurbished/#4+
Reserve: None

The one-year-only **Triumph 2000** was a placeholder between the 1800 Roadster and the coming TR2, which debuted for 1953. This model bears the distinction of being the last vehicle sold with a rumble, or dickey, seat, in this case with a trick, pop-up windshield for those rear passengers. This example, which featured an older repaint and an interior redone in vinyl, needed some help in various departments, including an extremely weathered and water-damaged dashboard, a canvas top coming apart in places and lots of other small details. Then, again, the buyer seemed to be properly aware of the market price for a 2000 in this condition; a good sale all around.



JENSEN

Year: 1975 **Selling Price:** \$53,900
Model: Interceptor convertible **Avg. Selling Price:** \$45,000
Condition: Refurbished/#3+
Reserve: None

Jensen Interceptors have finally started to climb the collector-car value ladder in recent years, though not as steeply as some other European GTs have managed to do. With very low production (just 509 were made), the convertibles are the cream of the Interceptor crop. They all shared Chrysler's booming four-barrel 440-cu.in. V-8 and TorqueFlite automatic – the two most reliable parts of the car. This example featured an older refinish needing help, an underhood situation requiring some sorting and various other bits and pieces that were either neglected or simply not put back together correctly. Perhaps the pending summer encouraged the buyer to up the ante a bit over book.



PORSCHE

Year: 1964 **Selling Price:** \$77,000
Model: 356C 1600 coupe **Avg. Selling Price:** \$63,000
Condition: Refurbished/#3
Reserve: Undisclosed

This late 356C, with its 1600 engine, is what driver-quality 356 coupes have come to – \$77,000 for a car with an older repaint that is seriously starting to show its age. That was book value for a solid #2 car just a year or so ago. The market is moving fast, so a car with a host of issues big and small can make a leap to soon be knocking on the door of \$100,000, an idea that would have seemed absurd even a year ago, when \$50,000 might have bought this car. There are some decent elements to this car, but it looked to need some heavy investment to bring it up to show spec. Well bought? Well sold? Well, check back in a few months to see where the market is going.



AUSTIN

Year: 1965 **Selling Price:** \$12,100
Model: A35 Van **Avg. Selling Price:** N/A
Condition: Refurbished/#3
Reserve: None

Forget the okay paint, the pitted chrome, the dry-rotting gaskets around the headlamp bezels and even the tired situation under the hood. This little, right-hand-drive A35 Van will almost certainly turn heads wherever it goes. It has little to no upside in terms of its investment rating, but, then again, \$12,100 really isn't that much to throw into a vintage car in the long run. The paint was recent, and somewhat decent, but nothing to write home about, and the chrome needed lots of work were its new owner interested in seriously showing the car, but wouldn't you think he bought it to tool around in it? If it runs well enough, what's not to like?



MORGAN

Year: 1957 **Selling Price:** \$46,200
Model: Plus Four 2+2 roadster **Avg. Selling Price:** \$32,000
Condition: Mod. and Restored/#2
Reserve: Undisclosed

A very racy Morgan, this very clean example clearly caught the bidders' attention as it exceeded even the book value for a #1 car of the same type. Some small blemishes on the finish and some wear and tear were all that held this car back. Raced in-period in the Fifties by its original owner – who fitted the roll bar and Brooklands screens when new – it has more recently been restored, with excellent paint, Connolly leather and Wilton carpet. With its British Racing Green finish and sporting intentions, this Morgan could almost be described at the quintessential postwar British sports car. The buyer paid a premium, but few would think he got taken, particularly given the high-quality redo.



LANCIA

Year: 1964 **Selling Price:** \$66,000
Model: Flavia convertible **Avg. Selling Price:** \$40,000
Condition: Restored/#1-
Reserve: None

How do we explain a car that not only blew through its pre-auction estimate (often an optimistic number; in this case, \$35,000 to \$45,000) as well as top money for a #1 car? How about an extremely high-quality restoration that was said to have been down to the bare metal? There were lots and lots of nice details on this charming little convertible, which included a factory hardtop. Even something as mundane as the door sills, often overlooked or, more likely, unavailable to restorers, looked better than new. As the auction catalog pointed out, the seller spent somewhere in the neighborhood of \$100,000 to make this Flavia look this good. The buyer can consider this car a well-bought restoration.

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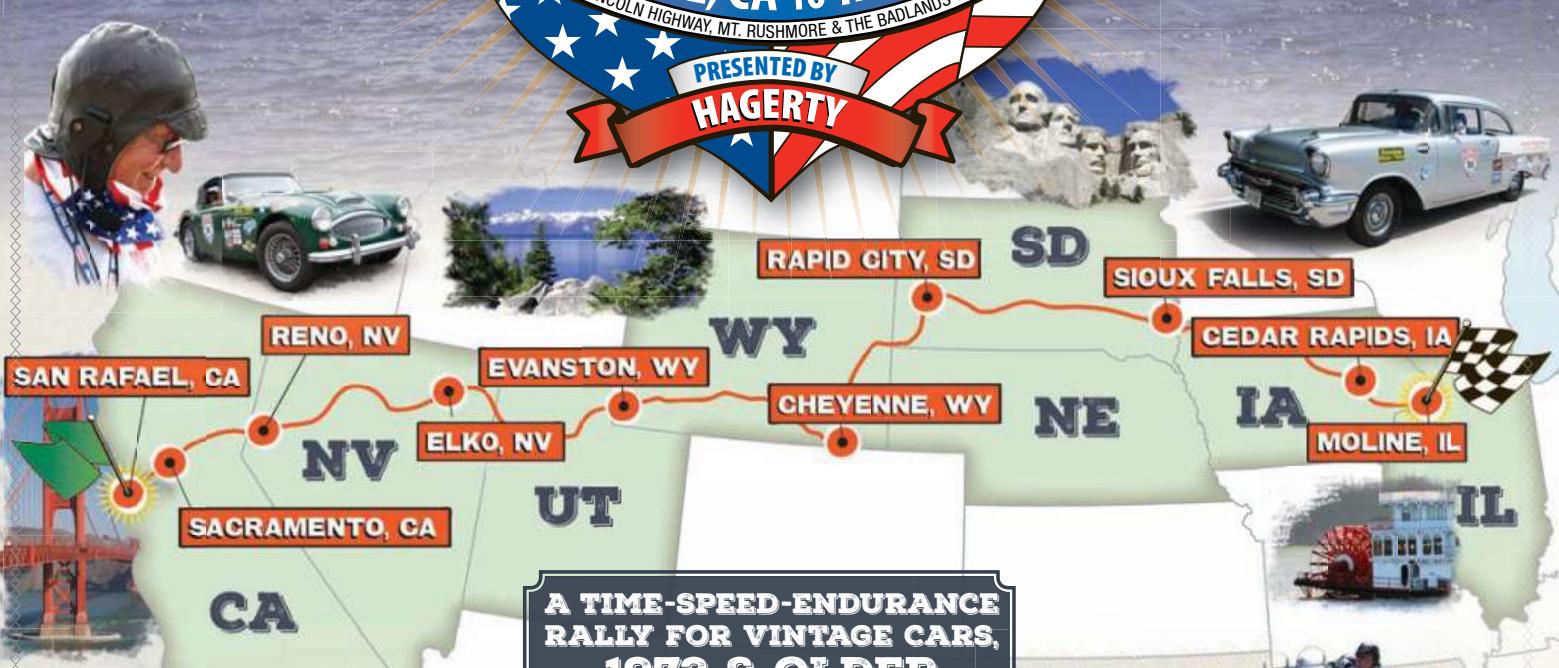
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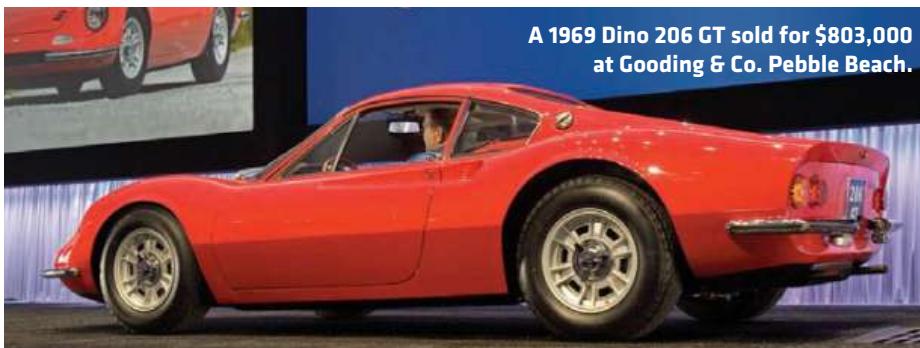
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A 1969 Dino 206 GT sold for \$803,000 at Gooding & Co. Pebble Beach.

1961 Ferrari 250 GT California tops Gooding & Company Pebble Beach

Gooding & Company hauled in \$128 million at its Pebble Beach Auctions, August 15-16, setting a two-day record for the auction house.

The top seller was a 1961 Ferrari 250 GT California Spider that changed hands for \$16.83 million. The '61 250 GT California Spider is recognized by Ferrari cognoscenti as one of Modena's most beautiful roadgoing roadsters, designed by Pinin Farina with a body by Scaglietti hung over a lightweight tube chassis and powered by a 280-hp three-liter V-12. To those less familiar with the marque, the 250 GT California is the car depicted as Cameron's dad's Ferrari in *Ferris Bueller's Day Off*. (See your stash of 1980s VHS movies for details.)

The value of the 250 GT has risen dramatically in the last decade from an average of about \$2 million in 2005 to more than \$15 million today. In 2010, for instance, the \$11 million sale of a black, short-wheelbase 1961 250 GT California Spider once owned by actor James Coburn was heralded as the most valuable vintage car ever sold at auction. In February, auction house Artcurial sold a 250 GT California in Paris,

France, for \$18.5 million.

Close on the California Spider's hind legs was a 1962 Ferrari 250 GT Berlinetta Speciale that sold for \$16.5 million. The shark-nose Speciale was designed by Giorgetto Giugiaro at Bertone for Nuccio Bertone, and the unique front end was inspired by Ferrari's Formula 1 race cars.

Gooding sold 115 of the 129 vehicles that crossed the block at its Pebble Beach sale, for an 89 percent sell-through with an average sale price of \$1.1 million per car. There were 26 cars sold for more than \$1 million, and three sold for more than \$10 million.

For additional results and information about upcoming sales, go to www.goodingco.com or call 310-899-1960.

THE TOP FIVE SALES:

1961 Ferrari 250 GT SWB
California Spider - \$16,830,000
1962 Ferrari 250 GT SWB Berlinetta
Speciale - \$16,500,000
1982 Porsche 956 - \$10,120,000
1960 Porsche RS60 - \$5,400,000
1957 Ferrari 410 Superamerica
Series II Coupe - \$5,087,500



A 1933 Delage D8 failed to find a new owner.

Keno twins set for collector car auction debut



If you're a fan of the PBS series *Antiques Roadshow*, you've undoubtedly watched twin brothers Leigh and Leslie Keno appraise the old and sometimes odd wares of hopeful showgoers.

But what you might not have known is that the brothers Keno are lifelong vintage automobile enthusiasts. At age 16, the pair purchased and restored a 1963 Jaguar E-type, with the help of their father, who was also a vintage sports car collector.

That Jaguar is still in the family collection, we're told, and over the years its stablemates have included a 1955 Ferrari 250GT Europa, a 1959 Lotus Eleven Series II, a 1959 Lola Mk I, a 1980 Ferrari BB/LM and a 1969 Lamborghini Miura S. The brothers are also vintage racers.

Recently, the Kenos announced the formation of their own automobile auction house, Keno Brothers Fine Automobile Auctions. The company's inaugural event, called Rolling Sculpture, is scheduled for Thursday, November 19, in New York City.

A two-and-a-half day pre-sale exhibition will begin on Tuesday, November 17. In addition to showcasing the beauty of these automobiles, the brothers say they will go to great lengths to authenticate the condition and history of the cars.

"When a potential buyer is considering acquiring a work of art or an exceptional automobile, there should be no 'guesswork,'" Leslie Keno said. "Many of the technologies we've used in the fine art and furniture world will assist us in distinguishing the true condition of these automobiles more accurately than ever before."

Bidders unable to attend Rolling Sculpture in person will be able to participate in real time online, according to Keno Brothers Fine Automobile Auctions.

For more information about Rolling Sculpture, head to the Keno Brothers Fine Automobile Auctions website, www.kenobrothers.com or call 914-242-3628.

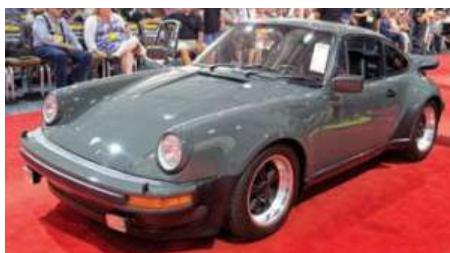
Miura Headlines Mecum Monterey

Mecum's Daytime Auction in Monterey, August 13-15, netted in excess of \$44 million in total sales—an increase of more than \$10 million over 2013—and 387 vehicles found new owners.

Seven cars sold for \$1 million or higher at the three-day auction, led by a 1969 Lamborghini Miura P400 S that crossed the block for \$2.3 million. A Turbo Carrera Porsche originally special ordered by the King of Cool, Steve McQueen, nearly doubled the Wisconsin auction house's expectations, selling for \$1.95 million.

"The level of quality offerings at the Daytime Auction continues to increase year after year, and 2015 was no exception," said Dana Mecum, president and founder of Mecum Auctions. "With one of the deepest, most diverse dockets ever offered, the \$10-million increase in sales is a testament to this trend, and we are looking forward to raising the bar once again in 2016."

In addition to sports cars and exotics, Mecum offered up a variety of collectible motorcycles at its Monterey sale. The top earner was a 1914 Flying Merkel V-Twin



Steve McQueen once owned this 930. It sold for \$1.95 million.

that changed hands for \$175,000, while a 1925 BMW R32 sold for \$170,000. One of the best performing all-around bikes of the postwar era, a 1959 BSA A10 Super Rocket, sporting pro-level restoration, brought an impressive \$22,000.

For complete results and news of upcoming events, visit www.mecum.com or call 262-275-5050.

THE TOP FIVE SALES :

1969 Lamborghini Miura P400 S	\$2,300,000
1970 Plymouth Hemi Cuda Convertible	\$2,250,000
1976 Porsche 930 Turbo Carrera -	\$1,950,000
2005 Maserati MC12	\$1,575,000
1989 Ferrari F40	\$1,150,000

Auction Calendar

NOVEMBER

5-7 » GIA Classic Cars

Greensboro, North Carolina; 855-862-2257; www.gaaclassiccars.com

12-14 » Mecum Auctions Anaheim

Anaheim, California; 262-275-5050; www.mecum.com

18 » RM Sotheby's Art Automobiles

New York, New York; 519-352-4575; www.rmsothbys.com

19 » Keno Brothers Fine Automobile Auctions - Rolling Sculpture

New York, New York; 914-242-3628; www.kenobrothers.com

20-22 » Leake Auction Company

Dallas, Texas; 800-722-9942; www.leakecar.com

20-22 » McCormick's Palm Springs Collector Car Auction

Palm Springs, California; 760-320-3290; www.classic-carauction.com

27-28 » Dan Kruse Classics Houston

Houston, Texas; 866-495-8111; www.dankruseclassics.com

Le Mans-spec Supercars boost RM Pinnacle Portfolio

RM Sotheby's reports that its Monterey auction, August 13-15, earned a total of \$172.9 million (including post-sale transactions immediately following) and 86 percent of all lots that crossed the block found new owners.

The event's top sale was a 1964 Ferrari 250 Le Mans that changed hands for \$17.6 million. RM has a history of attaining large sums for these rare mid-engine V-12 race cars, but this easily tops the \$14.3 million price paid for a 250 LM at Art of the Automobile in New York in 2013, as well as the \$11.5 million paid at RM Monterey last year and the \$9.6 million sale price of a 250 LM at RM's Arizona auction.

This car had a racing history, but was said to still have its original drivetrain and was described overall as being in well-preserved, original condition. Further boosting the car's value was the spare 128 F-type engine included in the sale, along with a spare crankshaft and a set of Borrani wire wheels shod with Dunlop tires.

A Le Mans-spec supercar of a different era commanded \$13.75 million at RM Sotheby's Monterey auction, making it the second highest grossing car of the event. The 680-hp 1998 McLaren F1 "LM

Specification," was one of five built by McLaren and sold new for approximately \$1 million.

The Ferrari and the McLaren were part of RM's "Pinnacle Portfolio" group at Monterey, comprised of 25 exotic postwar cars from an anonymous collector's private stash. The portfolio's total take was \$75.4 million, including auction and post-auction private sales.

For additional results from RM Sotheby's Monterey or for information about upcoming sales, visit rmauctions.com or call 519-352-4575.

THE TOP FIVE SALES:

1964 Ferrari 250 LM	\$17,600,000
1998 McLaren F1 "LM-Specification"	\$13,750,000
1953 Jaguar C-type Works Lightweight	\$13,200,000
1956 Ferrari 250 GT Berlinetta Competizione 'Tour de France'	\$13,200,000
1959 Ferrari 250 GT LWB California Spider	\$8,500,000 (post-sale transaction)
1950 Ferrari 275S/340 America Barchetta	\$7,975,000



This 1964 Ferrari 250 LM sold for \$17.6 million.

For some, the choice is automatic

Presumably, one bought an imported car for the joys that a domestic automobile, for whatever reason, could not provide. What to do, then, when market pressures bring a comfort feature like an automatic transmission into the marketplace? Why, it's a benefit, of course—a move toward comfort and ease, rather than a step away from the mechanical connections that drove you to the marque in the first place. Rover, oddly, advertised its P6-

generation automatic by not talking about the transmission at all; BMW also skirted the issue in its 1971 2800 coupe ad. Volkswagen embraced the change head-on for its Type 3, and bought two-page ads declaring it.



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Depending on what options you might choose, the 2800 Sports Coupe costs about \$8,500. If you'll ask your BMW dealer for a test drive, we believe you'll agree that at that price, this car is a bargain, and that says something about you, too.

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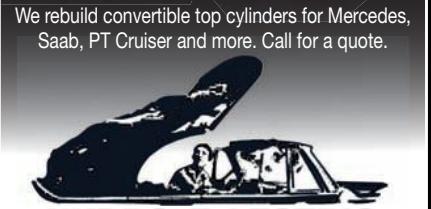


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Not only did I get to spend a couple of days hanging out with old friends, I got to look at some splendid cars.



The Northwest Classic Rally takes all kinds

The first car to catch my eye was the Sunbeam Alpine. No, not that Sunbeam Alpine, the one that had the distinction of being the first James Bond car—in *Dr. No*, the little Alpine roadster made amazing tire-screching noises on Jamaica's compacted gravel roads—and not the one that had its tailfins bobbed and gained some needed muscle when it roared into renewed life as the Sunbeam Tiger. I'm talking about the Sunbeam Alpine that drives owners crazy when you think they're talking about the Bond car.

Instead, I'm talking about the Grace Kelly car. It seems that the Sunbeam-Talbot people, who introduced the Alpine drop-top in 1953, meant to simplify things by dropping the Talbot moniker, the whole shebang having been taken over by the Rootes Group, hence the Sunbeam Alpine. Indeed, Sunbeam-Talbot had many successful years in the rally game, including wins of the Alpine Rally, so the name was certainly appropriate, although I think Sunbeam Monte Carlo would have had a certain cachet as well. And that would be perfect, because of course these days a glimpse of an early-'50s Sunbeam Alpine immediately evokes the image of Grace Kelly driving a sapphire Alpine roadster along the French Riviera of *To Catch A Thief*, perhaps my first seductive vision of the sublime equation: sports car plus beautiful dame plus curvy road equals perfection.

So the Monte Shelton Northwest Classic Rally, which runs out of Portland, Oregon, was a treat for me this year. Not only did I get to spend a couple of days hanging out with old friends, I got to look at some splendid cars. And since the Monte Shelton Et Cetera is a time-speed-distance rally, and since I had volunteered to help man several timing controls, I also got to throw penalty points at my friends!

One of those friends is the eponymous owner of Tom Black's Garage, a restoration shop in Portland, and sure enough, Black was the restorer of this particular Sunbeam Alpine. He was at the wheel of that car, navigated by Mark Wigginton—Cary Grant to Black's Grace Kelly. You had to squint to see any likeness, but if you can imagine *To Catch A Thief* with Mother Bates from *Psycho* instead of Grace Kelly, and Captain Kangaroo in place of Cary Grant, it's easier to see the resemblance.

I was not able to throw many points at Tom Kreger and Cynthia Bushell, who drove their stunning black E-type Jaguar to a second-place overall finish. Kreger is what you might call an eclectic car guy; currently restoring a Triumph TR2, he once built a Saab specifically to set a G-Gas Coupe record at Bonneville, and he has run La Carrera Panamericana, and he and Bushell have slid through many of my favorite winter rallies in British Columbia. The Monte Shelton rally is not

a difficult drive, unless your vintage car is also unreliable—he, those words aren't necessarily synonymous—but navigating the event is difficult, because one class doesn't even let you use a mechanical calculator, and nobody gets the luxury of an auxiliary odometer, let alone something electronic. So second place is something special.

Many years ago, I did manage to stumble into winning the Monte Shelton rally, but only because my navigator, Russ Kraushaar, is an absolute whiz with a Curta calculator, a mechanical marvel that was put out of business by the invention of the four-function calculator 50 years ago. (Not many navigators can use a circular slide rule these days, either!)

This year's rally was won by Paul Eklund and R. Dale Kraushaar—stepfather of Russ—which brought joy to the Fiat brigades, for they were competing in a lovely 1972 Fiat 124 Spider. The Alfa battalions were elated with a third-place finish by Don Best and Yulia Smolyansky in a '74 Alfa Duetto—after all, the event has been nominally organized by the Alfa Romeo Owners of Oregon for 27 years—but my favorite entry was Porsche #10, a 1962 356 cabriolet entered by Monte and Sue Shelton. I was at the first rally in 1988, and if memory prevails, that was the first year that Monte failed to finish his own rally. It may have been the same car.

For tradition's sake, the Number Ten slot has been reserved for Monte's Porsche every year since that first one, and the proprietor of Monte Shelton Motor Cars has at least started every one of the rallies that he instigated as a March of Dimes charity event nearly three decades ago. Recently, however, Shelton's leg required a certain amount of surgery; apparently knees, hips, ankles, and shinbones, for all I know, are now interchangeable parts. Anyway, Monte wisely eschewed the driving chores, choosing alternate transportation to ferry him to the finish line at Eagle's Crest in central Oregon.

But since the rally begins at Monte Shelton Motor Cars—they close off three blocks of the street in front of the place the night before the rally, just so the public can come by and look at the cars—it seemed appropriate that #10 should at least start the event—and so it did, roaring off around the block and back into the service bay.

Now, out on the rally course, when Car #9 came past our control, and there was no #10, I just shrugged and looked ahead to #11, a 1960 Porsche driven by Chuck and Josh Putney. There were younger people at my control—hell, they're all younger these days, aren't they?!—and they were upset about the missing car.

Until I explained about Tradition. And that's what such events are about, after all. 



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